

The Mining Journal

1<sup>st</sup> April 1848

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Balleswidden Mine.

A week or two since, we stated that at a meeting of the adventurers in this mine, it was seriously thought of suspending, for a time at least, a portion of the workings of this extensive undertaking, and that the subject was deferred for further consideration, to a special meeting, fixed for Tuesday last. As might be expected, considerable anxiety was manifested in this neighbourhood as to the result. We have now much pleasure in being enabled to state, that the spirited adventurers, at the meeting on the 21<sup>st</sup> inst., resolved not only not to abandon, but also not to suspend their operations, although the present very low price for the article they produce (refined tin) is such as does not reimburse them for their enormous outlay – (nearly £300,000!!) – in fact, the receipts will barely meet the current expenses, but it appears, out of pure philanthropy for the working classes, the adventurers have come to the determination we have mentioned. Too much commendation cannot be given to such a praiseworthy proceeding; and sure we are, that the workpeople employed in this concern will not undervalue the kindness and attention which have thus been shown to them, when employment, as they well know, is so scarce in this neighbourhood. We also trust that they will not – in fact, we feel confident that they will not forget their county motto, but will, “one and all,” do their best to promote the welfare and interest of their benefactors. We believe that the number of hands employed in this mine, in the year 1847, and who received monthly pay, was, on an average, about 650; so that, taking into account the wives and families dependent upon of them for their daily bread, a population of not less than 2000 would have been almost, if not entirely, dependent upon the parish, or have subsisted on the charity of the neighbourhood, had the adventurers decided on a different course to that mentioned, and we sincerely hope that they will meet with a suitable reward. We cannot forbear remarking, and must crave the pardon of the gentlemen to whom we are about to allude, for making mention of his name, that every individual employed at Balleswidden, is greatly indebted to the respected purser, Mr. R.V. Davy, for the manner in which he has, for so long a period, carried out the duties of his office. The adventurers know, and duly appreciate his efficient services. It is right also that the workmen should, as we have every reason to believe they do, feel much indebted to him, not only for his general urbanity, but likewise for his speculative spirit, and expressed desire to keep “the bal going.” The miners will well understand this. Since writing the above, we have been put in possession of a few facts relative to the monthly expenditure of this mine for the past year, from which we are more than ever impressed with the importance and value of such an undertaking as Balleswidden, and we again say – success to the adventurers. The following is the monthly expenditure at this mine: - Wages, £1575-8-2d; coals, 170 tons; timber, 40 loads; powder, 2 tons; safety fuze, 600 coils; candles, 290 dozen; oil, 30 gallons; tallow, 4½; iron castings, 4½ tons; wrought iron, nails and steel, 3 tons. And the total outlay for the year 1847, was the large sum of £29,120. – Penzance Journal.

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Accidents.

*Eagle's Bush Colliery, Neath.* - On Wednesday evening last, a dreadful explosion took place here, while between 25 and 30 colliers were at work, 19 of whom were hurried into eternity. How the awful affair was caused had not yet been ascertained, but it is feared to have been from the reckless use of a naked candle.

*Dawley, Salop.* - A dreadful accident took place in the Lodge Pit, the property of Mr. Botfield, on Wednesday morning last, by which eight lives have been suddenly lost. The eight men in question, about five in the morning, were descending to their work and had descended only about 50 yards, when the main shaft broke, and all were hurled to the bottom – the whole mass of machinery falling on them, and shockingly mutilating them. The jury on the inquest, found that the iron which broke was defective.

*East Wheal Rose.* – On Tuesday, as John Clemow and J. Francis were at work in the 70fm level, in Penrose's Shaft, they were crushed by a fall of earth – Clemow was taken out dead, the other much injured.

*Creeg Braws Mine.* – On Monday last, a lad, whilst going underground, fell out of the ladder, about 3fms, and alighted on the head of an old man, named Dunn, who, with others, was waiting on the "Ladder Sollar" for a light. The boy was uninjured; but the old man received such severe injury to the upper part of the spine, that J. Moyle, Esq., surgeon, of Chacewater, who was immediately in attendance, pronounced his case to be hopeless.

*Bigge's Main Colliery, Long Benton.* – J.A. Campbell was killed by falling down the staple of the C pit.

*Bilston.* – S. Harbut was killed by a fall of coals while working in Mr. Bagnall's field.

*Kingswinford – Fatal Accident to a Manager.* – On Wednesday last, as Mr. T. Westwood, manager of a coal pit in Nagersfield, belonging to Messrs. Firmstone, was engaged in taking a tree out of the working, a large quantity of coal suddenly fell upon him, and covered him. His cries for help brought the workmen in the pit to his assistance, and he was taken from beneath the coal as soon as possible. His back and his left arm were broken, and when got out he was quite dead. An inquest was held on the body on Friday last, when the jury returned a verdict of "Accidental Death."

*Nagersfield Colliery, Kingswinford.* – Wm. Darby, a youth, intended for an engineer, while working with his father, fell backwards from a ladder, and struck his head against an iron plate, from the effects of which he died.

*Parkfield Colliery, Wolverhampton.* - W. France was killed by a quantity of bricks falling from a skip, while descending the shaft of the colliery.

*Llynvi* – T. Edwards was killed by an explosion of firedamp in the Duffryn Level – it appears that he went to the "heading" with a lighted candle, contrary to orders.

*Kidwelly – Fatal Accident.* – As Mr. Sharpe's workmen, on the South Wales Railway, at Coed, near Kidwelly, on Friday morning last, were about letting off a charge of powder in the quarry, the explosion took place sooner than was expected, and three or four of the men who were near were injured; one of them, named J. Lewis, aged 29, a native of Kidwelly, had his skull fractured, and expired in less than two hours.

*Eckington, near Sheffield.* – H. Torr, while working in Mr. Luke Worrall's colliery, neglected properly propping the roof, when about 3 tons of coal fell and killed him.

*Martin Low, near Whitehaven.* – R. Graves was struck by a stone, which broke his leg, while working in one of the ore pits belonging to George Huddleston, Esq.

*Death from the Breaking of a Railway Chain.* – At Sherburn Hill, as the stationary engine was drawing two waggons up the incline, the chain broke, and allowed the waggons to descend with fearful rapidity; a boy, six years old, tried to cross the road, was knocked down, and run over, - he was taken home, and soon died.

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Accidents.

*Davies's Colliery, Aberdare.* - On Friday last, three men were very severely burnt; indeed, so seriously have they been injured, that the life of one of them is considered to be endangered, and the others are not likely to recover for some time.

*Dreadful Death.* - J. Jones, aged 63, met with his death in one of the Dowlais Pits.

*Hart's Hill Colliery, Brierley Hill.* - W. Clarke was seriously injured by a fall of coal, which became detached, and completely covered him in its descent.

*Hay Green Colliery.* - As R. Cook and a companion were ascending the pit in a skip, the chain broke, and precipitated the poor fellows to the bottom.

*Yew Tree Colliery, Kingswinford.* - J. Conagh was killed by a fall of coal.

*Merthyr - Dreadfully Fatal Accident.* - As John Jones, aged 63, was engaged at the top of one of the Dowlais Pits on Friday week, he became entangled in the rope, which had the horrid effect of severing his head from his body, and throwing it a distance of 27 yards, and otherwise dismembering his body, so that it had to be carried home in a sack.

*Another Explosion of Steam-Coal.* - On Saturday morning last, an explosion took place on board a foreign vessel in the docks, laden with Merthyr coal, by which much damage was done to the vessel, and two men and a boy much injured - the boy sustaining a fracture of the arm. It is to be regretted that people will not learn wisdom by experience - that masters of vessels who take Merthyr coal on board, will not use the precaution of leaving the hatches open for a short time after the cargo is put on board, by which all danger would be obviated. - Swansea Herald.

*The Colliery Explosion near Neath - Discovery of Twenty Bodies.* - The explosion which occurred at Eskyn's Colliery, near Neath and Briton Ferry, on Wednesday week, proved, we regret to say, of a more appalling character than was represented - upwards of 20 human beings having been hurried into eternity. The colliery was worked by Messrs. Penrose and Evans, and is situated at a distance of 1½ mile from the town of Neath, in Glamorganshire. It appears that, on the morning in question, a considerable number of colliers entered the works, as usual. The men are not let down to this colliery by means of a basket through a shaft, but walk down an incline, or drift, in the side of the hill, which leads to the interior of the works. This drift extends about 250 yards, in a straight direction, after which it diverges to the south. In the turning, or deviation, which extends about 20 yards, there are several stalls, in each of which three, four, or five persons work. The precise number of men at work on Wednesday we have not heard, but we believe there were about 30, which is considerably below the usual numbers. Soon after three o'clock in the afternoon, the inhabitants of the neighbourhood were alarmed by a loud explosion. It was at once inferred that some catastrophe had occurred, and a crowd repaired to the spot, when they found that their worst forebodings had been realised. The colliery was violently shattered, and various portions of the plant and machinery had been blown out of the mouth of the pit. Attempt after attempt was made to enter it, but the foulness of the atmosphere, resulting from the carburetted hydrogen, rendered it utterly impracticable - in fact, several who got in were afterwards dragged out almost suffocated. After a lapse of several hours, an entrance was

obtained, when a most deplorable sight presented itself. No less than 17 bodies were extricated that night, some headless, and otherwise frightfully mutilated. The remainder could not be got at, many parts of the colliery being blown down. An inquest was opened at the Town Hall, at Neath, on Monday, before Mr. Cuthberton, the coroner, on the remains of the sufferers; but it being made known that it was the intention of the Government to send down an inspector to report on the state of the colliery, the inquiry was adjourned.

*Singular Accident and Escape.* – One day last week, as the horse and cart of Mr. B. Lowe was passing over the mouth of an old shaft at the dock, at Dudley, which was probably covered in 200 years ago, the ground gave away, and both horse and cart were precipitated into the shaft, a part of which being too narrow to admit the latter, it became fixed by the wheels some yards below the mouth of the pit, the horse being suspended by its harness, from which, however, it managed, after struggling some time, to disengage itself, and fell to the bottom of the shaft, a distance of 30 yards. Some colliers immediately descended an adjoining pit belonging to Mr. T. Yardley, of the Round Oak; and after digging some time through the earth opposite the old worked-out pit, they came to the horse, which they found in a sitting posture, perfectly uninjured, if we except a few slight abrasions. The poor animal was raised to the surface, and proceeded to work as though nothing had happened. Besides this lucky escape, we may mention that, as the cart was being backed over the covered pit, and at the moment of the earth giving way, the brother of Mr. Lowe and a little boy, who were in the cart, were jerked out of the side of the pit's mouth, and thus probably escaped a horrible death. – Birmingham Journal.

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Accidents.

*Manchester* – As A. Green was engaged in clipping and widening a coal pit, belonging to Messrs. Nuttall and Caldwell, the scaffolding upon which he was standing gave way, and he was precipitated to the bottom of the pit, a distance of 50 yards, and pitched upon his head; of course life was quite extinct when he was discovered, and his corpse was mutilated in the most frightful manner – his head being completely flattened, and his brains scattered about in all directions.

*Whitehaven* – W. Tinkler was accidentally killed whilst at work in William Pit, by a quantity of roofing falling upon him.

*Wolverhampton* – A poor miner, named D. Bradley, was killed by a fall of coals, at the pit of Messrs. Blackwell, Old Dock, while in a sitting posture, giving instructions, as a “doggy,” to some of the men, respecting the working of the pit. At the same time, H. Marsh, T. Cadman, and S. Heathcock, who were standing near the deceased, were also injured – Marsh sustaining severe injuries about his head, back, and left foot, which is dreadfully crushed.

*Sutherland Colliery, Tividale* – As Chas. Silvers was engaged in leading a horse with a loaded skip down an inclined gate-road of a pit, worked by Messrs. Wagstaff and Skidmore, he lost all command of the animal, which knocked him down, and the loaded skip passed over him, severely injuring the poor fellow about the neck and shoulders, and breaking the right “claricle,” or collar bone.

*Shipleigh Colliery* – Joseph Rayner, the engineer on Shipleigh Field, whilst engaged on Tuesday afternoon, at work with other men, met with a sudden accident, owing to the breaking of some machinery, which caused instantaneous death. – Derby Reporter.

*Pwllfaron Colliery* – On Monday week, an explosion of fire-damp took place at this colliery, the property of the Neath Abbey Coal Company, by which six men were dreadfully burnt. We understand that they are in a fair way of recovery. – Swansea Herald.

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Mining Correspondence.

English Mines. (Part)

*Kirkcudbrightshire.* Capt. John Buzzo (April 8) reports - In the 50 fm level, west end, we are cross-cutting north, to intersect the lode in the winze; as stated before, the ground is rather hard for spending, and as yet unproductive. The lode in the 40 end west is 3½ to 4ft wide, producing stones of ore – rather a stiff end; there is a pitch in the back of this level, a few fathoms behind this end, which we expect to hole to a winze sinking under the 30 fm level; the lode in the end east, on the caunter in the 40 fm level, is about 3ft wide, producing about 5 cwts of lead per fm. The lode in the 30 end west is 4ft wide, producing ¾ of a ton per fm; in the east end, in this level, the lode is not yet properly defined; it produces stones of lead, and we expect soon to see an improvement. The lode in the bottom of Keith's shaft (now 6 fms under the 30 fm level) is 3½ to 4ft wide, producing upwards of a ton of lead per fm.

*Lewis.* Capt. Samuel Noell (April 1) reports – The ground in the 70 fm level south is harder than usual; but is a very promising strata for tin. The 60 east is suspended, until we have holed the winze to this level, which is sinking below the 50 for a better vantilation. The lode in the 60 east, on south branch, which is 6in wide, is producing some good work for tin; but not so rich as last reported; the lode in the 60 west, on south branch, is 18in wide, worth £25 per fm; the lode in the 50 east, on south branch, is 8in wide, producing good quality tinstuff, and very promising. The lode in the 40 east is 6in wide, worth £4 per fm. The lode in the 20 east is 2½ft wide, and opening good tribute ground. We sold, yesterday, 17 tons 3 cwts 1 qr. 18lbs of tin, worth £764-15-6d.

- Captain Samuel Noell (April 8) reports – The lode in the 70 west is 1ft wide, producing some tin, and very kindly. The ground in the 70 south is hard; but we expect to cut the south branch at or about the end of this month. The lode in the 60 east, on south branch, is much the same as when last reported. The lode in the 60 west, on south branch, is 18in wide, worth £30 per fm. The lode in the 50 east, on south branch, is 8in wide, worth £8 per fm. The 40 east, on south branch, is suspended, in order to sink a winze from this level to the 50, for a better ventilation. The lode in the 20 east is 2ft wide, yielding fair quality tinstuff.

*Mendip Hills.* Capt F.C. Harpur (April 10) reports – I have placed some men to remove the top rubbish, from off the beds of clay, to the east of our present workings, where we find it to be about 9ft thick; the claystuff which we are now removing to the washing floor is rather coarse work, being intermixed with a large portion of mud, although the quality of the clay is good, as we extracted from the furnace, on Thursday last, 16cwts 2qrs. of lead, being the greatest quantity hitherto produced in one day. The lode in the 38 fm level, south of shaft, is at present very small, composed of iron and spar, ground hard for driving.

*South Molton Consols.* Capt. George Chowen reports – We have at last succeeded in getting our mine in fork, which we have accomplished with a horse engine, and find her as follows: The shaft, an underlay one, is sunk to the depth of 13 fms below the adit, or 23 fms from surface, through a shoot of ore taking a northerly dip; the lode in the stopes, on the north side of the shaft, is about 2ft wide, composed of quartz, white iron, and blende, with spots of copper and mundic; and carried a solid leader of silver-lead, varying in width from 6 to 9ins, worth about £15

per fm; the lode on the south side of the shaft is 2ft wide, carrying a rich leader of ore, from 8 to 10in thick, and worth £18 per fm. In the 12fm level (the bottom of the mine) the lode is 3ft wide, composed of white iron, quartz, blende, copper, and mundic, and carries a solid leader of silver-lead, from 8in to a foot thick, worth about £25 per fm; in this level there is a fine pile of work, broken by the former company, containing many tons of ore, but which must remain in its present position, until our engine goes to work – the water being so quick as to prevent our taking it away. Our manager (Mr. P. Clymo, of Liskeard) inspected the mine on Tuesday last, and ordered an engine-shaft to be commenced and sunk with all possible dispatch; we hope to have the engine at work in the course of two months; our lode (a north and south one) is located in a beautiful killas; and, as regards composition, is precisely similar to the celebrated Combmartin lodes, from which such immense returns have been made from time to time. In conclusion, I beg to say, that there is not the least doubt of our having a splendid mine.

*South Wheal Trelawney.* Captain William Jenkin (April 10) reports – Snell's Engine Shaft is in course of sinking with nine men; ground more favourable than when last mentioned; down 29fms under adit, with spots of copper ore and mundic; water just the same as last mentioned.

*Tamar Silver-Lead.* Capt. J. Sprague (April 10) reports – In the 175 end, the lode is 18in wide, composed of capel and ore – good saving work. In the 160 end, the lode is 6in wide, producing a small quantity of ore. In the 145 end, the lode is 2½ft wide, 18ins of which is yielding work of a good quality. In the 135 end, the lode is 3ft wide, composed of can and ore – work of a promising appearance. At the north mine, in the 70fm level, the lode is 3½ft wide, 6ins of which is rich work. In the 50fm level, the lode is 18ins wide, interspersed with ore – good stamp work. We sampled, on the 1<sup>st</sup> inst., 84 tons 8 cwts of silver-lead ore, which sold for £1338-2-10d.

*Wheal Trelawney.* The mine agent (April 11) reports – We have commenced driving on the lode, in the 62fm level (Phillip's Shaft), where the ore part is 2ft wide, composed chiefly of can, with hornspar, mundic, and lead, worth £10 per fm; the average underlay from the 52 to the 62fm level being 10ins per fathom – making the cross-cut in the 62 8fms 5ft 6ins; I find, by assays., the ore to be much richer for silver in this level than it is in the 52; we removed the men, to sink the shaft again with all possible speed, and have set them a bargain, to sink 6ft in the shaft, and cut a tipplat 12ft long, 12ft wide, and 7ft deep, for £40; this sum includes all costs, drawing, &c. The lode in the 52fm level, north and south, is very similar to my last report; the stopes, in the back of this level, are not looking so well as was last reported, but are producing a fair quantity of ore. The lode in the 42fm level north is without any material change; the stopes, in the back of this level, are a little improved. The lode in the 32 north is worth £10 per fm., the stopes, in the back of this level, are producing a fair quantity of ore. Trelawney's Engine Shaft, and the cross-cut east, are still progressing satisfactorily. At Vivian's Shaft, in the 30fm level north, the lode is not so good as was last reported, but is still opening ground that will pay for stoping.

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No Headline (part of Report).

*Treleigh Consolidated* – Captain William Symons (April 15) reports – The 120 cross-cut, north of Christoe's, is driving to cut the lode west of the slide. In the 100, east of Christoe's, the lode is 20in wide, much improved in appearance, with stones of ore. Garden's Shaft, below the 100, is sinking in the country; in the 100, west of ditto, the lode is 3½ft wide, producing more ore than last, but not to value; in the 100, east of ditto, the lode is 2ft wide, very promising, with ore and mundic. In the 90, west of ditto, the lode is 20in wide, worth £8 per fathom. In the rise above the 80 west the lode is about 15in wide, producing a small quantity of ore. In the 70, west of ditto, the lode is 14in wide, worth about £2 per fm. In the 60, west of ditto, the lode is 2ft wide, worth £6 per fathom – this is disordered by a cross branch since Tuesday last; in the rise, above the 60, the lode is 18in wide, worth £2 per fm. In the 50, west of ditto, the lode is 1ft wide, with stones of ore; the adit east, on Wheal Parent lode, is about 2ft wide, worth £4 per fm – this is ore, 2ft high from the bottom up; the adit cross-cut north, from engine-shaft, is to cut Wheal Orphan lode.

*West Wheal Jewel* – Captain Richard Johns (April 17) reports – In the winze in the bottom of the 57fm level, west of Williams's cross-course, on Wheal Jewel lode, the lode is 18in wide, worth £6 per fm. The rise in the back of the 70fm level, west of Williams's cross-course, on the same lode, the lode is 1ft wide, worth £5 per fm. In the 70fm level, west of Williams's cross-course, on Wheal Jewel lode, the lode is 15in wide, worth £4 per fm; in the deep adit level, west of Quarry Shaft, on Tolcarne tin lode, the lode is 1ft wide, worth £5 per fm; in the deep adit, west of Hodge's cross-course, on Wheal Jewel lode, the lode is 15in wide, with good stones of ore – ground more favourable for driving. In the 30 cross-cut, south of Tolcarne tin lode, ground harder for driving. In the stopes in the back of the 12fm level, west of Quarry Shaft on Tolcarne tin lode, the lode is 4ft wide, worth £25 per fm.

*West Wheal Maria* – Capt. Thomas Rodda reports – The western engine-shaft is down below the 64fm level about 7fms 4ft, the ground in which is a little more favourable for sinking than it has been for some time past. The south lode in the 34fm level, west of Vivian's Shaft, is 2ft wide, with spots of ore in places.

*Wheal Adams* – Capt. J. Prince (April 18) reports – We have resumed clearing the new engine-shaft below the 50fm level, the timbers in which are thus far tolerably secure. The lode in the 50fm level south is small, containing a little ore, but its component parts are dissimilar to those in the level above: and it is, therefore, probable that the main part of the lode is standing on the west, where the ground is very heavy and exceedingly wet; we have commenced cutting in in that direction, and shall know the results by Friday next. Should we intersect the laminated hornstone on which the quartzose lode rests, the 40fm level would be drained in less than a week. We have nothing new in any other part of the mine.

*Wheal Anna Maria* – Capt. T. Moyle (April 18) reports – Since our commencement of this mine we have discovered, and laid open, ore of parallel lodes, running east and west, and also a caunter, running north-east and south-west in the River Teign – this lode crosses the east and west lodes in the river. The eight lodes are all within 80fms of ground, so that one engine-shaft would command the whole of them, by driving cross-cuts north and south from the engine-shaft. On No. 1 lode we have opened about 3ft deep by the side of the river – it is about 3ft wide; the

composition of this lode is made up of mundic, peach, white iron, with good spots of yellow copper ore. The No. 2 lode is about 5fms south from No. 1 – this lode is very much the same appearance as the No. 1 lode. The No. 3 lode is about 5fms south from No. 2 – the lode is about 5ft wide; its component parts are a very fine rich-looking gossan, about 3ft deep from the surface; in this gossan we have had specimens of green sulphate and native copper, iron pyrites and antimony, cobalt with good stones of yellow ore. We have sunk on this lode about 11ft under the bed of the river; this lode is going down very nearly perpendicular; the walls have a beautiful rich light blue killas. The No. 4 lode is about 5fms to the south of No. 3, underlying about 18 inches in a fathom north, towards the No. 3 lode – this No. 4 lode has the same component parts as the Nos. 1 and 2 lodes, with some good spots of yellow ore and cobalt in it. Our engine-shaft is between these two lodes (Nos. 3 and 4), which we expect will form a junction, according to the present underlay, about 2fms deep from the surface, where we think it may be safely calculated on raising immense quantities of copper ore on the lodes, forming a junction. The No. 5 and 6 lodes are about from 13 to 15fms to the south of the No. 4 lode – they have the same appearance as the No. 4 lode – that is, mundic, capel, peach, iron pyrites, with copper. The No. 7 lode is about 10fms south of the No. 6 lode – the lode is 24ft wide on the back, at the surface, with a very promising appearance; it is composed chiefly of peach, mundic, black jack, sulphured of zinc, and impregnated throughout with the black oxide and yellow copper ore. The No. 8 lode is about 30fms to the south of No. 7 – this lode, on the back, has a very fine gossan, about 5ft wide; this gossan runs about 6ft deep from the surface; then, under this, comes in mundic, peach, white iron, and some good stones of grey and yellow copper ore. On this lode we have sunk about 12ft under the bed of the river; we find it very much improved as we go down on it; it has a very kindly appearance for making a bunch of copper ore very near the surface. The No. 9 lode is the caunter; this can be seen in the River Teign for upwards of 40fms in length – this lode is about 3ft wide, its component parts are capel, peach, mundic, some fine silver-lead ore, and good stones of copper ore. This lode runs with an angle of 45 degrees south-west and north-east; and is about 20 fathoms to the east of our engine shaft. There is also a north and south lode, or a cross-course, about 150fms to the east of our engine-shaft; it is these cross-courses that make all the best mines in Cornwall and Devon; all the good mines that are now making profits are very near the cross-courses. Our engine-shaft is now down about 7fms from the surface; we have had some good stones of copper ore crossing the shaft, from the south lode, falling into the north lode, which we think to be a very favourable indication for making a bunch of copper in a few fathoms sinking. Looking at the several indications, the geologists term favourable, we have every one of them here in this mine. The early discovery of iron pyrites, and portions of copper ore, mingled with large quantities of blende, is considered as a favourable omen for copper; blende or black jack, as the miner says, rides a good horse – a phrase become proverbial from being often found to be above in a vein rich in copper beneath. Iron pyrites, at small depth, is also considered a favourable symptom for copper in depth, as it was in some of the best mines of Cornwall – Wheal Towan, North Bennar, Wheal Alford, Wheal Crimier, Wheal Virgin, and many others that can be named. We have, in this mine, elvan courses, crossing the lodes at the angle of 45 degrees; we have also the granite, about 220fms to the south-west of us, in a very high hill. I have no doubt on my mind that, if this mine is worked with spirit, it will make .....

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Accidents.

*Dudley* – As a “doggy,” named David Braddy, was sitting down in a pit belonging to the Old Dock Colliery (Messrs. Blackwells), giving instructions to some of the men near him, a quantity of coal fell from the workings above and killed him.

*Cradley* – A lad named William Knight was dreadfully burnt by an explosion of inflammable gas, in a pit at Netherend, the property of Messrs. King, on the 21<sup>st</sup> of March – after lingering till Tuesday last, in dreadful sufferings, the unfortunate youth expired.

*Wheal Maria* – A melancholy accident happened on Wednesday morning; three men were in a boat, and in crossing the River Tamar from the Latchley side, the chain broke by which they pulled themselves across, the boat swamped, and all the three men were immersed in the river. One poor fellow, called Richard Stain, was drowned.

*Dudley* – R. Hyde, an engineer, at the colliery of Messrs. Blackwell, was drawn into the works of the engine and literally cut to pieces – his remains were obliged to be picked up and placed in a bag to be carried to the nearest public house.

*Sedgley – Cinderhill Stonepit* – W. Rowley, aged 13, was killed by a fall of earth.

*Capponfield Colliery* – J. Smith was killed here by 7 or 8 tons of coal falling on him.

*Kingswinford* – E. Biggs was killed here by about 5 tons of roof falling on him.

Silver-Lead Mines in the Canton du Valais in Switzerland.

We have been favoured with a sight of the report of a gentleman of mining knowledge and experience, who has just returned from visiting these mines, and also of samples of very fine silver-lead ores, broken by him on the spot. These mines are stated to be in full operation, worked by about 50 men, and have already at surface 1000 tons of ore, estimated at £16 per ton – i.e., £8 for silver and the like for lead – extracted from two levels driven in the same vein. Of the locality wherein these mines (or we might more properly call them deposits of mineral wealth) are situated, the following description of the visitor will, no doubt, be interesting to our readers: - "The mountain in which these lodes are situated, has an elevation of at least 7,500ft from the plain, and the levels mentioned driven about 2,400ft up the mountain. Below these levels, about 42ft, a short level has been driven, with the same results as to silver-lead ore; and some workings have been opened on the summit, showing similar results. These last-mentioned workings being in the open air, are reserved for operations during the summer months; the lode is seen at the opposite side of the mountain, a distance of nearly three miles. These lodes are traced across the plain of that side of the mountain below the levels, and their existence in the mountain opposite, of nearly the same altitude, is a fact which I saw with my own eyes. There is water enough on the spot to stamp the ores with 1000 horse-power, and may be brought to bear at an expense of £20. Shoots can be constructed, to send the ores down to a considerable distance below, whence they can be conveyed to the valley by a wooden construction. The smelting-houses are to be constructed in the valley, in a spot I have visited, and which I think very convenient. Trees are on the spot, and can be had for 6d each, and there is wood enough growing around for all smelting purposes for centuries. In the first of the levels I have mentioned, extended 966ft, carried 6ft high, and about 4ft wide, we found silver-lead ores of the finest description, contained in a continuous vein, and large stones, rich in metal, are hourly breaking in the end. Parallel with this level, and about 13 yards distant from it, another level has been driven, to the extent of 42 yards, with the same height and width as the one first named. In this, also, the silver-lead ore was most beautiful and abundant, and exceedingly rich in metal. These two levels are on the same lode, thereby evidently showing, that the width between them is full of metal – a fact we exemplified, by breaking stones of ore on the right side of one level, and on the left of the other – indeed, so walls appear in either level, and the width of the vein remains undetermined. It is intended, at my suggestion, to cut from one of these levels to the other, as well for the sake of air, as for proof of continuance. The silver-lead ore already exhibited, and brought to surface, is placed immediately in front of the levels, and estimated at 600 tons, which quantity is daily increased by operations, which continue day and night. I found a very commodious building, with offices, storehouse, blacksmith's shop, dormitories for the agents and men, and conveniences, with a fair quantity of mining materials in the storehouse. The miners here, who are mostly Germans, seem active, intelligent, and well-behaved men – thoroughly understanding their business; and the manager is a man of superior abilities, having no equal in his knowledge of these mountains and their treasures, and most indefatigable and energetic. He is a good mineralogist and geologist; and none but a person of his indomitable courage could have penetrated these secret recesses, where Nature carries on her operations on the grandest scale, even in the clouds. My visit to another mine, about 30 miles from these, similarly situated, was made some days afterwards. From this mine full 120 tons of nickel, equal to that analysed in London, were already taken; and immense quantities of that metal and cobalt are visible. There is a peculiar matrix in which these metallic substances are deposited – the

nature of which, as indicative of their presence, was pointed out to me; of this mine, I must leave particulars till my next communication."

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New Lead Mine.

A vein of lead ore has been discovered at Itchington, near Thornbury, and preparations are making to work it. Specimens of the ore have been submitted to the examination of experienced miners, and no doubts are entertained of the speculation being a profitable one.

Bristol Times

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Copper Mining Population of Devon and Cornwall.

From the best statistical returns which can be obtained on the subject, it appears that the number of persons actually employed in the copper mines of Cornwall and Devon is 21,730, who, together with their families, make up an aggregate of 61,000 persons. To these must be added the mechanists engaged in the formation and repairs of machinery, the supply of materials, the several tradesmen, farmers, &c., whose principal dependence is on the working of the copper mines, which may be fairly estimated at upwards of 50,000 more; we think, therefore, it may be assumed, that the population of the two counties immediately interested in, and in a very large majority dependent upon, the copper mines for support, cannot fall far short of 120,000 persons.

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Dartmoor Consols Mining Company

An adjourned special general meeting of the shareholders, was held at the George and Vulture Tavern, on Monday, the 17<sup>th</sup> inst.

C.W. Holmes, Esq., in the chair.

The chairman, having briefly stated the object of the meeting, which was to confirm certain resolutions passed at a meeting held on the 3<sup>rd</sup> inst., at Coggeshall, where the principal adventurers resided, called upon Mr. Mayhew to state the position the company was in, and the course proposed to be adopted.

Mr. Mayhew stated, that the meeting, which had been adjourned, was with the view of affording explanation to the London adventurers, and to submit the balance-sheet, with the view of determining on the course to be taken to meet the liabilities of the company. On referring to the accounts, which were on the table, it appeared that the company was constituted of 2048 shares, and had been projected by Mr. Bartlett; that only 636 shares had been taken up – that several of the shareholders had not responded to the calls made – and further, that the debts, or liabilities, were about £650. It was to meet these claims, and to put an end to further expenses and liabilities, that the meeting had been called. He should mention, that the purser had disposed of the materials on the mine for the sum of £145 or thereabouts, which had been applied in part liquidation of the debts of the company. It was only necessary for those in default to come forward, and pay their relative proportions. There was no balance in hand; but, on the other side, the purser was in advance £23.

Mr. Creft wished to make one or two remarks, as representing an absent shareholder, upon the statement submitted. He was given to understand, that certain shares, 1000 in number, were allotted in the first instance, free from any cost, but which had been since repudiated. He was informed, that certain of the present shareholders – naming Mr. Mayhew and Mr. Denny, as two – had agreed to take up the set and work it, upon the dissolution of the company. It did appear to him a job.

Mr. English felt it his duty, in the absence of a gentleman who held upwards of 60 shares, or a tith of the concern, to express his surprise that certain of the adventurers should with one hand dissolve the company, and, at the same moment, resuscitate it, by entering into a private agreement with the lessor; it appeared to him, at least, to require explanation. He, for one, considered, that if the mine be taken up by certain of the body, as directors, or other officers of the company, it was their duty to offer to their co-adventurers an interest co-equal with that now possessed by them.

A lengthened conversation, or discussion, ensued, in the course of which Mr. Mayhew and Mr. Denny expressed their readiness to waive any right they might be supposed to have acquired. Those gentlemen were anxious to see the mine worked; and, if others were not willing, they would, with friends, carry it out. It appeared that the sum of £1,000 was to be paid for the sett; that £175, which had been paid in part, had become forfeited; and that the lessor had re-entered, but was willing to make a fresh grant, on the payment of £1,000 by four instalments.

The business of the day concluded by confirming the previous minutes, whereby the company may now be considered as defunct, while debts of some £600 or £700 are due. This affords another illustration of the Cost-Book System, as practised without regard to principle.

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Wheal Seton Mining Company

The bi-monthly meeting of shareholders was held at the mine, on Tuesday, April 11<sup>th</sup> – The following statement of accounts, having been examined, was allowed: - Jan. 6, by copper ores sold, £1,582-15-4d; Feb. 3, ditto, £3,162-19-0d; balance of last account, £1,590-0-3d = £6,335-14-7d – To amount of costs for January, £1,369-10-10d; ditto February, £1,113-4-0d; merchants' bills, £709-14-8d; overcharged on ores sold December 2, 8-3d; lord's dues (1/15<sup>th</sup>), £316-7-0d; dividend of £20 per 99<sup>th</sup> share, £1,980: leaving balance in hand of £846-9-10d. A dividend of £20 per share was declared; and the balance of £846-9-10d was passed to the credit of the next account. The following report, from the mining captains, was read to the meeting: -

Bull's Shaft, sinking below the 90fm level, is down from 7 to 8fms – the ground is hard; the 90fm cross-cut north, from Bull's Shaft, is extended 15fms – ground more favourable for driving; we expect to intersect the north caunter in about 3fms more driving. In the 80fm level west, on the south caunter, the lode is 3ft wide, containing stones of ore. In the 70fm level, west on ditto, the lode is 3ft wide, worth £15 per fm. The stopes in the back of the 60fm level, west on ditto, are worth £35 per fm. Since our last report, we have communicated the 50 cross-cut north to Tilly's Shaft, which has much improved the air in the west, and are now driving east and west on the lode; in the 50fm level, west of Tilly's Shaft, on the north caunter, the lode is 2½ft wide, with a leader of ore on the south wall, which will produce one ton of ore per fm. – the lode here is disordered by a slide; the 50fm level, east of the last-mentioned shaft, on the same lode, is 2½ft wide, producing about a ton of ore per fm; this end is also disordered by the same slide. In the 80fm level west, on the north caunter, the lode is 12ft wide, worth £150 per fm; the stopes, in the back of this level, are worth £120 per fathom. In the 70fm level, west on ditto, we are carrying about 4ft of the north part of the lode, which is worth £15 per fm; the stopes, in the back of this level, are worth £120 per fathom. In the 60fm level, west on ditto, since our last report, we have cut in further south, and discovered a course of ore, worth £60 per fm; the stopes, back of this level, are worth £120 per fm. The 50, west on ditto, is 5ft wide, composed of spar, mundic, and ore, and no south wall; the stopes, in the back of this level, are worth £30 per fm. In the 80fm level east, on Kneebone's branch, the lode is 4ft wide, worth £25 per fm. In the 70fm level west, on ditto, the lode is 18ins wide, containing stones of ore. In the 60fm level, on the south caunter, we have discovered a new east and west branch, and opened on it about 3fms east, which is 2ft wide, and worth £25 per fm. Tilly's Shaft is sunk to the 60fm level, the sumpmen are now employed in driving north and south at the bottom of the shaft – ground favourable for driving. The 44fm level, west on Harvey's Lode, is small and unproductive. Nothing has been done to Cock's Shaft since our last report – the sumpmen having been employed in driving towards Harvey's Shaft, for the purpose of communicating with the 44fm level. We are driving north from the bottom of Cock's Shaft, to intersect a cross-course, which has been opened on several fathoms in the 13fm level, and which, when accomplished, will afford greater facilities for intersecting other lodes, which are at the north and south of the shaft. On the whole, the mine is improved since our last report, and particularly so in the 60 fathom level, on the north caunter; and our impression is, that this part of the lode has not been seen in the 70fm level.

Paul Rabey, Stephen Lean

Cornish Steam-Engines

The number of pumping-engines reported for the month of March is 28 – the quantity of coals consumed being 3,523 tons, lifting, in the aggregate, 33,000,000 tons of water 10 fathoms high – the average duty of the whole is, therefore, 54,000,000lbs lifted 1 foot high by the consumption of a bushel of coal. The following have exceeded the average:-

Mines	Engines	Length of Stroke	Load in Pounds	Load per Sq. Inch on Piston	Strokes per Minute	Consumption of Coal in Bushels	Million lbs lifted 1 ft by 1 bushel of coal	Average quantity of water per minute
Great Work	Leed's 60in	9.0	47,020	12.9	10.5	2997	58.2	249
East Wheel Crofty	Trevenson's 80in	10.33	85,026	12.6	4.9	2862	57.1	277
Carn Brea	76 in	9.0	81,548	13.9	5.6	2411	67.9	668
Carn Brea	Sims's 50 & 90in comb.	9.0	57,392	22.8	7.0	2118	66.5	"
United Mines	Taylor's 85in	11.0	97,108	15.5	7.4	4418	82.8	2295
United Mines	Cardoza's 90in	9.0	99,468	13.7	8.4	5974	56.2	"
United Mines	Eldon's 30in	9.0	13,631	16.0	8.2	599	70.8	"
United Mines	Loam's 85in	10.0	89,320	11.8	9.7	6106	54.0	"
United Mines	Hocking's 85in	10.0	99,093	14.6	8.8	6496	57.3	"
Perran St. George	Sims's 60 & 100in comb.	9.0	90,279	28.2	8.7	5080	61.2	1531
East Wheel Rose	Penrose's 70in	10.0	56,966	13.3	4.2	1734	63.5	698
East Wheel Rose	Michell's 70in	10.0	62,087	14.5	5.3	2100	71.5	"
Wheal Mary Con.	Michell's 63in	8.66	29,057	9.3	6.6	1526	54.9	279

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No Headline

A "Miners' Friend," dating Bonsall, April 12<sup>th</sup>, writing to the Derby Reporter, says – "The great number of accidents which have occurred in the tunnels and other works belonging to the railway now making through Matlock Bath and the neighbourhood, induce me to trouble you with this communication, hoping that the attention of the public may be called to inquire more particularly than is generally done by the jury at the coroner's inquest, whether such accidents, might not, by caution, be avoided, and so many families prevented from being deprived of the means of living and maintaining that respectable condition in which the miners here generally live. Last week but one, you reported a case where three men were injured by the firing of a blast unexpectedly upon them – one of whom was killed. Since then, you will have heard of another similar accident, where one man has been killed and another seriously injured. Now, the former of these accidents was in the "cherty" limestone; and the other in the "trap-rock," or "toadstone" – in both of which rocks the use of iron skewers in blasting is most dangerous, and ought never to be used. Some of your readers may not be aware that these skewers are used whilst ramming the hole, after the powder has been placed therein, and drawn up by the side at intervals, so as to leave a space for the insertion of the straw used to ignite the powder. The friction of this has caused, in several accidents, an explosion whilst the men were close to the blast. It is not generally understood that this ramming of the powder is unnecessary, and an equally effective blast would be merely pressing gently a little paper at first, and a handful of dry sand at the top; but should the faith of the miner in this be weak, and also the difficulty of being able to accomplish it in all positions, I consider it a duty the company owe to the public and their workmen to see that copper skewers, or what would be far effectual, the "safety-fuse," should be used in future in such dangerous rocks."

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Mining Company of Ireland

A special meeting was held at the office, Ormond Quay, last week, when Mr. James Gray was elected a director for the remainder of the year, in the room of Mr. Thomas Mooney, resigned.

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Mining Correspondence

English Mines

*Barristown* – Capt. Thomas Angove (April 14) reports – We have holed the adit end to the old workings at Nangle's, and let off the water; the adit level is 2fms deeper than the deepest part of those workings, which leaves a stope of 3fms in bottom of level, to work on tribute; from the point we communicated so far east as Nangle's Shaft (which is about 12fms), the back and bottom of the level is looking well, producing over ½ ton per fm. The pitches in the old mine are producing about the same quantity of ore. The Slob Shaft is down 10fms, and the men have commenced to drive south. We shall commence to drive a cross-cut south, from bottom of eastern Flat-Rod Shaft, by the end of April. To enable us to work the ground the adit end is driven through. We shall increase our raisings this month. We have a small cargo of lead at present ready for shipment.

*Bedford United* – Capt. Thomas Ellery (April 19) reports – At Wheal Marquis, the engine-shaft will be down to the 90fm level in the course of a few days; there has been no lode taken down in the 90fm level east since last report; the rise in this level is suspended, and the men are put to sink a winze under the 80fm level, in which the lode is from 2ft to 3ft wide, producing good saving work; the lode in the stopes, in the back of this level, is 2 feet wide, and worth £45 per fm; the lode in the 90fm level west is at present small and unproductive. There has been no lode taken down in the 80 fathom level east. We are still driving by the side of the lode in the 70fm level east, the capel thereof being very hard. There has been no lode taken down in the 47fm level east. At Wheal Tavistock, the lode in the 67fm level east is 18ins wide, producing good stones of ore – a very promising lode. In the 25fm level, east of the south engine-shaft, the lode is 18in wide, producing stones of ore; and in the adit level east, on this lode, the lode is 20in wide, producing stones of tin, and spots of ore in places.

*Coatlithe Hills* – Capt. J.M. Paull (April 15) reports – The prospects of the vein are improved since I last wrote. Thinking the vein (spoken of in my last) was only a string branching off from the vein, we drove a little northward, and discovered the principal part of it, and from its appearance it is likely to turn out productive. We have cut about two feet into the vein, and have got out some good stones of lead ore, but have not yet cut the other wall (plate); so I expect, when we sink deeper into the hazle, and have both walls of it, there will be a good vein. The string spoken of above is likely to join the present vein a few fms further eastward, which, it is very probable, will be greatly improved by it, both in width and produce. From this you will perceive there has been an alteration for the better; I shall be able to send further particulars next week.

*Comblawn* – Captain James Hosking (April 17) reports – The ground in the cross-cut in the 20fm level is much easier for driving than it has hitherto been. During the past week we have intersected several small branches, containing carbonate of lime, iron pyrites, and spots of lead; from these indications, we expect that the lode is not far distant, and that, by the end of this week, we shall be able to give you all particulars relative to this important part of the mine.

*Cwm Erfyn* – Captain Samuel Nicholls (April 15) reports – The men are getting on in sinking the shaft. I think it will be of no advantage to increase their number for this month, as the shaft is but 10ft below the level; in another month, as they get deeper, we can put three labourers with

them. The lode in the shaft contains some spots of ore, but not worth saving at present. In driving the 10fm level east, four men are as many as we can keep the stuff from at present; they have done but very little this week on account of clearing their stuff. The stopes stand just as last reported, for there has been scarcely any lode taken down, the men having been very busy clearing their old stuff. I have now put three men to wheel the stuff and fill the kibble, so as not to hinder the miners in clearing their stuff.

*Devon and Courtenay Consols* – Capt. H. Seccombe (April 18) reports – In driving our 40fm level south, on the cross-course, we find it continues large, and the ground to the east and west of it impregnated with small branches and stones of copper ore and mundic, but we have not yet intersected any lode to the west of it. We have also set another level to drive north on this cross-course, to ascertain if there be any branches or lode yet to the north discovered. In our end, driving east on the south lode, the lode is 10in wide, producing some good stones of ore. The sumpmen are making very good progress in sinking the engine-shaft, the ground at present being favourable.

*East Birch Tor Tin Mine (Dartmoor)* – Captain J. Browning (April 10) reports – We have opened and secured 3 of the south adit shafts, and also cleared and secured the south cross-cut adit level 84fms. We have also cleared and repaired the adit level, east and west, 90fms on the south lode. We have opened a cut, and brought in a lobby 12ft deep, which has unwatered the bob-pit near the engine-shaft; also the levels driven and brought in have unwatered the largest runs at grass; and our carpenter, with his assistants, have fixed all the connections to the engine – it is now complete. As soon as the north levels are all opened and repaired, on the course of the north lodes, we shall be able to set the pitches on a moderate tribute. I have this day set two pitches on the south lode. We can all see, from experience, that this mine is worthy of a good trial. We are now working in one part of the mine on tribute; and from the increase, both of quantity and richness of the ore, in the present level, it is most encouraging to all concerned.

*East Crowndale* – Capt. S. Paull (April 15) reports – The sumpmen have commenced driving in the 58fm level both north and south; the ground, in the north end, is a close killas, intermixed with small branches of spar; in the south end it is much more favourable – the killas being better to drive in, and not so much mixed with spar. The 47 fathom level, driving west on the course of the north lode, is improving; it is about 14in wide, composed of capel, spar, peach, killas, and good stones of ore; the rise and stopes, in the back of this level, are looking better than I have seen them since we commenced; the lode is about the same size and composition as when last reported upon; the winze, sinking below the 47fm level east, does not look quite so good as it did – it being rather deranged by a floor of killas; we have raised, by four men, from the 47fm level, 4 tons of excellent ore in the past week; the engine-shaft, sinking at Rix Hill, is very much improved since my last report; the lode has increased in size, in the past week, from 2 to 4½ft wide, and produces excellent work for tin. I expect, before the end of another week, to report a regular course of tin in this place. The masons are at present engaged in building the stack for the engine-house.

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Advert: To Ironmasters.

To be Sold, by Auction, by Mr. Nicholson, at the Angel Inn, Chesterfield, on Monday, the 1<sup>st</sup> day of May next, at Three o'clock in the afternoon, for Four precisely, and subject to conditions, to be then produced, the unexpired Term in a Lease of Coal and Ironstone Mines, situated in the parish of Sutton-cum-Duckmanton and Chesterfield, in the county of Derby.

To an approved purchaser, the extended lease would be granted of the several beds of coal and ironstone, which are well known as being of the best quality, and capable of being worked to the greatest advantage, at an unusually small cost.

The Steam-Engines, Machinery, and other requisite Apparatus for the carrying on of the extensive plant, known as the Adelphi Iron-Works, situated three miles from the Chesterfield Station, on the Midland Railway, must be taken too,

At a Valuation.

Further particulars may be had on application to Mr. Mills, land agent, Chesterfield; Mr. Richard Coke, Langton, near Alfreton; or to Messrs. Lucas and Cutts, solicitors, Chesterfield.

Chesterfield, April 17, 1848.

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Advert: Silver Valley, Calstock.

Sim's Combined Cylinder-Engine, Waterwheels, Mine Materials, &c.

George Carne, Respectfully announces he is honoured with instructions from the directors of the Silver Valley Mining Company, to Sell by Public Auction, without the least reserve, at the Mine, on Tuesday and Wednesday, the 2<sup>nd</sup> and 3<sup>rd</sup> of May, the valuable

Steam-Engine, Waterwheels, Plant and Materials, comprising

- 120 fathoms of 8, 9, 10, 12, and 13 inch pumps, with working barrels.
  - Windbores
  - Matching-Pieces
  - Clackdoor-Pieces
  - Seatings and Glands
  - Plunger Poles Stocked
- 80 Fathoms of 8 and 10 inch main-rod
- 2 Excellent Capstans
- 2 Shears, with pulleys, complete
- 3 Horse-Whims, with poppet-heads and pulleys
- 2 Balance-Bobs
- 1 Angle, or V-Bob
- 100 Fathoms of Horizontal-Rods, Strapping-Plates, Pulleys, Brasses and Stands
  - Powerful Wrench and Beam
- 150 Fathoms of Ladders
  - Sheaves, of Various Sizes
- 150 Fathoms of BB capstan chain
- 200 Fathoms of Whim-Chain
  - Quantity of New and Used Rope
  - Bell and Stand
  - Large Parcel of Board and Timber footways
  - Casings and Dividings of the Shafts
  - Cisterns
  - Several Beams, Scales, Weights, and Stands
  - Dressing-Floors, Buddles, Frames, Racking Tables, Kieves and Hutches
- 100 Fathoms of Launderers
  - Several Wood Houses
  - Knocker Lines
  - Shaft Gig

Count-House Furniture, Implements and Fittings of Assay-Office.

Smithy – 2 anvils, horse, vice, ring and kibble moulds, plates and taps, screw stock, 2 smiths' bellows, 45 and 36 inches, cranes, new iron, bolts and burrs, scrap-iron, excellent tools, &c.

Carpenters' Shop – Quantity of barrels, 2 benches, cross-cut saw, saw-pit, plank, &c.

Theodolite Dial and Quadrant, set of mathematical instruments, &c.

Two Water-Wheels, of 18 and 22 feet diameter, and 25 inch breast, with the 12 stamp-heads, axles, tappets, lifters, &c., attached; and the

Combined Cylinder-Engine (equal to 50 inch cylinder), on Sim's Principle, erected by Mr. William West, about two years since, and now in perfect working order, together with the boiler, about 10 tons, and the well and condensing work.

The mine is situate about two miles from Callington, seven from Tavistock, and three from the quays on the Tamar, where every facility is obtainable for shipping heavy weights. The mail road adjoins the mine.

G.C. respectfully calls the attention of mine agents to this very valuable machinery, which has been in use only about two years, and is, for all mine purposes, as good as new. – Catalogues will be ready for delivery on Thursday, the 27<sup>th</sup> inst. (on or after which day the whole will be on view), and may be obtained at the West Briton Office, Truro; Bedford Hotel and Queen's Head, Tavistock; Webb's Hotel, and the Fountain Inn, Liskeard; at the company's offices, 44, Finsbury Square, London; of Mr. J. Peter, the purser, Callington; or of the auctioneer, at his offices, 20, George Street, Plymouth.

Refreshments at Eleven. - The Sale will commence each day at noon precisely.

Dated, 20, George Street, Plymouth, April 12, 1848.

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Advert: Important to Capitalists – To Be Sold, an excellent Slate and Slab Quarry - Variegated Marble and Hone Quarry – Copper and Lead Mines

All situated on the same property, within a short distance of the shipping harbour of Portmadoc, Carnarvonshire.

A General Statement.

The above works are situated on a farm called Croesawr-uchaf, in the Parish of Llanfrothen, in the county of Merioneth, about seven miles distant from the shipping harbour of Portmadoc, and about two and a half from the railway of the Festiniog Slate Quarries to the port. They are near the celebrated quarries of Festiniog, which are well known throughout Europe; and it hath been ascertained, by competent judges, that this slate vein is a continuation of the very productive vein worked by the Welsh Slate Company at that place, of which Lord Palmerston and other noblemen are partners, which send about 500 tons per week of fine slate to the market. The vein is about 70 yards wide, and very advantageous for working, being situated on the brow of a hill, and the rubbish thrown down, where there is a depository of 200 or 300 yards deep for it, without causing any trespass. The quality is good, splits well, and is of a beautiful blue colour. Slates of the largest size are made from it, and slabs also, of large dimensions. Thousands of fine slates, worked in sizes, and beautiful slabs, are now ready on the bank.

The proprietor has ascertained most positively that no other slate quarries in Wales can produce such beautiful specimens from so near the surface, and where so little money has been expended.

The Marble and Hone adjoins the slate quarry, and some splendid specimens of variegated marble and hone have been already made from it.

The Copper and Lead Mines are about a quarter of a mile from the slate quarry, and the metals are of superior quality, and likely to become very productive.

There is the greatest facility for carrying on operations at all the works, which may be done with little expense, as few or no machinery will be required. A sawing and planing engine may be worked by water, just below the quarry.

The Property on which the above are situated will be Sold with the Works, if required, which consists of 800 acres of land (more or less); about 200 acres of which is good arable, meadow, and pasture land; and the other 600 adapted for sheep and young cattle; 1200 sheep are kept on it in summer.

Satisfactory reasons will be given why it is sold.

For further particulars, and to treat for the same, apply (postage paid) to Mr. Richard Jones, printer and auctioneer, Dolgelly, North Wales, where specimens of the slates, marble, hone, copper, and lead, may be seen.

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Advert: Valuable Sea-Scale Collieries to be Let –

To be Let, and entered upon on the 1<sup>st</sup> of July next, the valuable current working collieries of Evenwood and Norwood, in the county of Durham.

These collieries are situated upon the line of the Stockton and Darlington Railway, by which the coals are conveyed to the shipping ports of Stockton and Middlesborough; and also, by means of this, and the York and Newcastle, and Leeds and Thirsk Railways, the coals have access to the important land-sale trade of Northallerton, Thirsk, Ripon, York, the lead-mining districts, and other towns in Yorkshire, and for shipment on the Ouse; and, by means of the proposed Northern Counties Union Railway, with the important land-sale trade of the western parts of Yorkshire and Westmoreland.

The royalties are very extensive. Two seams of coal are in working – one upwards of 6 feet, and the other of 3 feet. The pits are at a moderate depth from the surface, and the coal is worked at an exceedingly cheap rate, and is much prized as a household coal, both for export and land-sale.

The entering tenant has the option of taking what stock he may require, at a valuation; and the amount of capital required to enter upon the collieries will be of very small amount.

For particulars apply to Thomas Wheldon, Esq., Barnard Castle; or to Nicholas Wood, Esq., Newcastle-upon-Tyne.

Newcastle, March 3, 1848

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Advert: To Railway Contractors and Others. –

To be disposed of, by Private Sale, a Locomotive Engine, with six 4 feet wheels, connected, cylinders outside, 14 inches diameter, and 2 feet stroke. Also, a tender, with six wheels, and capable of holding 1200 gallons of water. Both the engine and the tender are in good condition, having been in use not more than six months and are well worth the attention of those to whom power is more an object than speed.

Further particulars may be learned, by applying to Mr. John Lancaster, Kirkless Hall Colliery, near Wigan, where the engine, &c., may be seen.

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#### Accidents

*Victoria Iron-Works* – A fearful explosion of fire-damp occurred in the deep pit, at these works, on Monday last, by which five men were instantly hurried into eternity, and two others sadly burnt and bruised, one of whom it is considered cannot survive. A Government Commission is expected down to investigate into the cause of the accident.

*Dudley* – W. Young was killed by a fall of coal at Messrs. Bagnall's, Groveland Colliery. A melancholy interest attaches to this unfortunate accident; the poor fellow, it appears, was in debt to his landlord, and was anxious to continue some temporary employ which he had obtained, to earn sufficient money to secure his goods from being seized; he, consequently, having obtained permission of Joseph Brown, the "doggy," commenced cutting coal; when, it is supposed, the unfortunate man imprudently removed a "tree," which had been placed to prop up the mine – as the "tree," after the fatal occurrence, was found to have been placed 6 or 7ft from the spot where it stood when the deceased commenced cutting the coal.

*West Bromwich* – T. Morgan incautiously took a lighted candle into the hollows of a coal pit, before the "butty" had examined it with his safety-lamp; an explosion consequently ensued, by which Morgan was dreadfully injured on various parts of his body, from the effects of which he died, after lingering some days in intense agony.

*Awful Catastrophe at Chatillon, France* – A heavy explosion, attended with loss of life, lately occurred at Chatillon. It resembled the shock of an earthquake. A great number of persons rushed into the streets, and a cry of "To the iron foundries" was instantly raised. Shortly afterwards some workmen, blackened and burned from head to foot, came into the town, running through the streets, and uttering the most heart-rending shrieks. On arriving at the foundry every house contained one or more unhappy man more or less burned, and suffering excruciating tortures. In the very midst of the fire which was devouring the high furnace, were women, children, and men calling for their husbands, sons, and brothers. The extent of the accident is not yet known. One of the masters of the forge, M. Charles Yvernault Rotidat (the son), of La Chatre, and M. Michel Vergue, his friend, and the cashier, were among the victims. Five persons have perished, and the number of those injured is not yet known. The cause of the accident was, that having to cast a very large mass of iron, they had dug a hole in the earth, into which some water flowed, and immediately the molten iron exploded with great noise.

*The Recent Colliery Explosion at Neath* – The coroner's inquest connected with the recent lamentable explosion near Neath (the particulars of which appeared in the *Mining Journal* of the 1<sup>st</sup> and 8<sup>th</sup> inst.) has come to a close, and the result has been a verdict of "Accidental Death." The verdict is unaccompanied by any remarks on the part of the jury, tending either to confirm or neutralise impressions that were abroad – impressions which, we regret to say, were not likely to be removed by the tenor of the evidence given in the earlier part of the investigation. We have no wish to impugn the verdict solemnly recorded, and, as we believe, most honestly found by the jury. We do not for one moment cast the shadow of an imputation of neglect or carelessness on the respectable proprietors of the Eaglebush Colliery; but we fearlessly assert that where are sufficient data furnished by the evidence elicited at the inquest to render it almost imperative, not only for the satisfaction of the public, but on scientific grounds, that a further inquiry into this matter should be instituted for the prevention of such catastrophes for the future. If any

argument were wanting to prove this, the fact that the opinions of the two surveyors, Mr. Richardson and Mr. Bevan, are opposed in some respects to those of Mr. Struve, is sufficient to show the necessity of further investigation into a matter on which competent and skilled authorities differ. It was, we presume, with a view to the probability of some further inquiry into the matter, that the jury abstained from expressing any opinions on an occasion which would naturally lead us to look for comment in some form or another. With similar views we now abstain from any comment on an analysis of the evidence which we have prepared.

Swansea Herald