

Derbyshire Times.

Saturday 1st. September 1860.

Page 2 Col. 5-6.

Mining and Metals in this District.

The reports which we have been favoured with this week in reference to the iron trade are not so encouraging as they have been, but the principal houses are well supplied with orders. The makers of inferior iron are complaining of a want of trade, and an inability to obtain the full rates of quarter days. Stocks in the hands of merchants are low, and the least possible move would make an improvement soon felt. The failure of two houses, one in the Birmingham district, and another also in the Midland counties has had a prejudicial effect on the trade of this week. Some time ago an attempt was made in the neighbourhood of Chesterfield to establish rolling mills, but it failed, because there were not local capitalists with sufficient energy to fairly launch the undertaking. We feel confident that if a company of gentlemen were to unite together for that purpose then no district in England could afford better facilities for carrying on a profitable and successful trade. With ironstone, coal, and furnaces close to the town, and railway accommodation too, nothing is wanting but capital and energy to produce a successful result. At present there is no rolling mill nearer than Park Gate, with the exception of one at Whittington. The cost of transit of iron to the nearest mills is more than would pay a handsome dividend upon the capital to be employed. We would commend this hint to the attention of capitalists. The extensive preparations for the new furnaces at Denby are in a forward state, and a considerable number of men are employed in their erection. The works when completed will entirely change the character of the neighbourhood from its present agricultural aspect to one of a manufacturing character. Upon the faith of what is being done, the local builders are busily engaged in erecting cottages for the workmen, and the value of land in the district has been greatly enhanced.

The coal trade continues active, and the coldness of the weather has caused an increased demand for household purposes. The metropolitan and southern markets generally are now calling for increased supplies, and at all the pits in Lancashire and Derbyshire districts the greatest activity prevails. The unfortunate lock-out in South Yorkshire is not yet fully settled, matters at the last moment having assumed a different aspect. It will be remembered that out of the firms which had been locked out, all assented to return to work with the exception of the workmen at three firms, and these refused to be guided by the decision of the union. As they took this step, the union discontinued its support, but notwithstanding this, the men were still obstinate and refused to work. The masters of the discontented men, therefore, are now calling upon their association to support them, and it is anticipated that unless these men agree the whole will have to be locked out again until the whole of the men have become unanimous. A great number of men have left the district of South Yorkshire owing to the recent difficulties, and, as may be expected, others will follow unless matters are amicably arranged. Some additional pits are being sunk in the neighbourhood of Dronfield. The new branch of the Midland Railway from Pye Bridge to Clay Cross - an extensive mineral district, is progressing satisfactorily. The works at Ashover have been let, and now are being proceeded with. In this district the line will afford a railway transit for coals to several lead mines, and will consequently greatly cheapen the present mode of carriage by carts. The Derbyshire lead mines are progressing satisfactorily, considering the wetness of the season, which occasions much more pumping than otherwise would be necessary if we had experienced our usual dry summer. But, judging by the enterprise manifested in several districts, we are confident that local capital will not be wanted to develop the rich mineral resources of the Peak. The Eyam Mine falling off in the yield has dampened the enterprise of a number of gentlemen at Sheffield, who had hitherto supported Derbyshire lead

mining with much spirit; but, independent of this, there is no lack of private enterprise and capital, and the result is proving, in the great majority of instances, a profitable return. The North Derbyshire Company are putting down another lift of pumps, to relieve the water at the bottom of the shaft. Mill Dam is yielding a fair average quantity of ore. A new company, to work a mine in the Peak, is being formed, about which we will particularise in our next.

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Leaving Service.

William Locke, of Whittington, was charged by Francis Rockcliffe Pierce, of Whittington Colliery, with leaving his service without notice at Whittington, on the 28th. of August. Committed to Derby for 21 days hard labour.

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Page 3 Col. 1.

Mining and Metals in this District.

There is little change to notice this week in the condition of the iron trade, which is somewhat dull owing to the depression of several branches of the trade. There is a little more activity existing in the railway department of the trade, and for home consumption the enquiry is on the increase. The coal trade is in a very active state, owing to the continuance of the demand for household purposes. The rates have been advanced, and prices now are very firm. The action between Messrs. Dawes, of the Milton Ironworks, near Barnsley, who are plaintiffs against the Earl FitzWilliam, has ended in a reference. The Messrs. Dawes were to take all the coal and ironstone from Tankersley Wood and certain other places, and the Earl covenanted to supply them with all the ironstone they might require for the 28 years of the unexpired lease. Messrs. Dawes complained that they have had to go in the market, and have sustained considerable loss, which they estimate at £50,000. The Earl contends that the Messrs. Dawes altered the works in a manner prohibited by the lease. The case has been referred to Mr. Woodhouse, mining engineer, Derby. There is no change to notice in the position of the lead mines of Derbyshire.

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Page 3 Col. 2.

Terrible Coalpit Accident at Kilbourne.

On Monday morning a shocking accident occurred at Kilbourne Colliery, belonging to John Ray, Esq., of Hean Hall, by which four youths were killed and two more had a narrow escape with their lives. The accident occurred about six o'clock when the miners were descending to their work. Several detachments had gone down safely, the cages employed being of a patent safety description - Fourdriniers Patent, we believe. There are two cages in the shaft, one of which is drawn up as the other descends. From some cause or other connected with the gearing, the cage in which the six youths, named Henry Higginbottom, John Hartley, John Annibal, John Deakin, John Berrisford and William Shaw, were descending, when about half way down the shaft (which is about 139 yards deep) came in violent collision with the ascending one, was smashed and upset. Four of the unfortunate occupants were thrown out and killed on the spot. Of the other two (Higginbottom and Hartley), one was entangled by the ankle and the other higher up by the leg in the broken cage, and hung there in mid-air with their heads downwards for upwards of two hours before they could be extricated. When brought to the top Higginbottom was much exhausted, and it was stated that his eyes protruded some inches from his head. His companion seemed to have suffered less, but neither seems to have sustained permanent injury.

An inquest was held on Tuesday morning, at the White Lion Public House, before Mr. Whiston, coroner, when the facts of the case were elicited in the following evidence: - Mr. G. Shaw, the landlord of the house identified the bodies of the deceased youths who were named respectively, John Brown, John Annibal, John Deakin, and John Beresford.

William Crofts was the next witness called, and said he was an overlooker of the pit at which the accident occurred, and was employed in that capacity near the pit mouth on the previous morning. He had counted all the number in each cage, and the four deceased with the two others went down after seven cagefuls had been sent down safe soon after six o'clock; There were four conductors for the cages, and each cage had four guards or boxes, to keep them in their place whilst passing up and down. There was an empty cage at the bottom of the shaft, and which would have to ascend as the loaded one descended. The cage was alright when it went down, and was let down in the proper position. He had examined them that morning and found them alright. The cage was lowered at a careful speed, and in the usual way. He heard an unusual sound just before the empty cage met the men, and he apprehended danger. The sound proceeded from the lower cage, and was not like the sound of the cage running up and down the slides, and he was afraid that the cage was out of the conductor, and that it would occur as it did. He moved instantly to where the engine-man could see him, shouted, put up both his hands, and at that instant the two cages met. The putting up of his hands was the signal to stop, and the cage stopped directly. He then heard screams in the middle of the shaft from the boys, where there was plenty of room for the two cages to pass each other. He sent men to get the lads out. They went down with a wind rope. In about two hours Charles Hartley was brought up alive, and not so badly hurt as was expected. Higginbottom was next brought out alive, but a long time elapsed before the others appeared, and they were all dead. There was a man employed at the bottom of the pit to see that the cages were alright. He was called the "hanger-on", and his name was Joseph Brown. It was his duty to see that the cages were in their proper places. Witness could not form an opinion as to how the cage could get out of the slides when once fixed properly in them. He did not think that the cage was out till he heard the noise. There was nothing to indicate to him when it did get out. The up-cage was not in a bad state when it

came out, but he could not see whether it was on the slides when it came up. That in which the men were descending first arrived at the top, and it was doubled up so as to prevent Hartley and Higginbottom from falling down the shaft. He heard no signal from the bottom. He did not know that the lads had any tools with them. If the cage at the bottom was off the conductors it might not make a noise at first as it might travel some distance without hanging at the pit sides. The cages had never got out of the slides nor caught each other when meeting before. The cage that was coming up had been used the longest. We have not always run the ropes up and down before letting the men down in the morning. We have sometimes done so.

Mr. Hedley, the Government Inspector, here read the rule fixing the responsibility of twice running the cages up and down the shaft upon the head banksman, and asked the witness whether such was done on Monday morning.

The witness replied not to his knowledge. He could not say whether the bottom cage was in the slides when it started.

John Wheatley was then examined, and said that directly the last witness signalled to him he obeyed him. His was at the engine all the time. He had seen the rule for running the loaded cages up and down the shaft, but he did not comply with it. The cages had never met before whilst he had been engineer. He thought the boxes sufficiently strong to keep the cages in the conductors when they were being properly placed in them.

Richard Oldknow, collier, was then sworn, and said that he was in the pit on Monday morning, and went with the third lot. The shaft was alright and safe. He found Joseph Brown at the bottom. When he was getting clay he heard a noise in the shaft, and shouted to Brown to give the signal to stop the engine, and directly after the cages met. He heard the four deceased fall to the bottom. Annibal lay on his back across the middle beam on which the cages alight. Deakin lay in a similar position, with his thighs and left leg broken. Berresford had one leg broken, and was bruised all over. Shaw had fallen with his head on the place, and was crushed. There was no time for anything to be done from when he shouted to the time of the crash. Brown gave no signal. The noise he heard was like a joggle against the conductor. The cage did joggle sometimes when it was started empty. The deceased were extricated as soon as possible.

Mr. J. Wheatley, the bailiff for the colliery, said that the cages could not get out of the slides without violence, and produced a "sprag" which Annibal took down with him, and at the end of it was a mark which showed that it must have struck the side of the pit.

Mr. Hedley, the Inspector, thought the accident had been caused by the dislodgement of the down cage, which might have been done by the "sprag".

The coroner summed up the evidence in a careful manner, after which the jury returned a verdict of "Accidental Death", being of an opinion that the colliery rules had not been attended to properly.

We may add that when the men descended the pit to rescue the unfortunate persons, Higginbottom's leg was found to have caught in the loop, and he hung head downwards for two hours. He was heard at intervals to be engaged in prayer, whilst Hartley was singing hymns. Hartley was fortunate enough to be held fast by the bars. Four lads were pitched to the bottom of the pit, a distance of 65 yards. Brown was taken into custody and conveyed to the Belper lock-up, but was released eventually.

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No Headline.

Joseph Hawkins, John Bamford, and George Fletcher, all of Lings Row, were charged by John Godber, agent to John Chambers and others, of Lings Colliery, with absenting themselves from their work on the 3rd. and 4th. instant. Pleaded Guilty. Ordered to return to work and pay costs, 11-0d. each.

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Page 3 Col. 3.

Absentee Colliers.

Aaron West, Benjamin Brookes, and Pharaoh Gascoyne, of South Normanton, colliers, were charged with absenting themselves from the colliery works of Messrs. Coke and Company, at Pinxton, on the 20th. of August without giving the usual notice of 1 month. Discharged on paying the costs, 12-6d. each.

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Page 3 Col. 2.

The Iron and Coal Trades of Yorkshire and Derbyshire.

Sept. 13. We have to report a continued dullness in the iron trade in the Yorkshire district, particularly amongst makers of inferior brands of iron. There is an improved tone pervading the market for more superior qualities, and several houses who have Government contracts in hand are reported to be actively employed. In Lancashire the trade is somewhat firmer, and the demand for machines is on the increase. For Derbyshire pig iron we have an increased supply, but owing to the additional furnaces in blast, the increase is not greater than the consumption. At Denby, and in the Erewash Valley indications of the increased development of our coal and iron products are manifesting themselves, and a new works at the former place are progressing very satisfactorily. A visit to the locality convinces us of the important changes which these works will produce on the whole district. At present there is but a limited population, and the question seems to be with the local capitalists of greater or smaller means, how house accommodation shall be provided within a reasonable distance of the works. It is well for the proprietors that houses are being built for the accommodation of the workmen. At Staveley, Mr. Barrow runs a train from Chesterfield to the works early in the morning, which returns in the evening laden with workmen, at one halfpenny per journey, of four miles. The arrangement was made with the Midland Company, and Mr. Barrow supplies his own engine and carriages. From the number of Irishmen who avail themselves of this cheap locomotion, the train has acquired the designation of the "Irish Mail". It has proved a great benefit and convenience.

The coal trade has not materially altered during the week, and the position of the South Yorkshire strike remains much the same, as noticed in our last.

The new link of railway from Rowsley through the Peak of Derbyshire is progressing, the inhabitants appear to be taking great interest in the works of the line which will, undoubtedly, open out a new era in the travelling history of the Peak. A project for making a railway from Mansfield to Retford is being agitated, and a very influential memorial has been prepared and signed in its favour. A movement is also on foot in Yorkshire to obtain a continuation of the line from Market Weighton to Beverley.

The position of the Derbyshire lead mines is becoming more satisfactory. Eyam Mine is now looking much better, and the shares have advanced in the market, several points being now quoted at £19-£21. The New Midland Company, at Ashover, are proceeding with the new shaft, but it is likely to be a work of some magnitude, and the shareholders will have to wait patiently for the completion of the shaft in order to give the mine a fair trial. Most of the directors are exceedingly sanguine of success, and they hold a large number of shares. The Mill Town Mine is much in the same position, the sinking operations being continued. The raising of additional capital appears to have had a depressing effect on the stock, which it has not yet rallied from. The North Derbyshire Company are about to sink another shaft, and they advertise for tenders for the purpose of carrying out the work. It would seem that the directors are determined to prove the wealth of the mine in the most effectual manner, though we hear much grumbling from the shareholders about the exceedingly large outlay and the repeated calls which have been made upon them of late years. The stock is at an extraordinary low ebb in the market, and the slightest indication of the long anticipated rich discovery of ore will soon send quotations upwards. Several of the Matlock mines are doing very well, but one or two which were started of late years are literally doing nothing, except paying money to salaried officials.

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Leaving Work.

Richard Hepworth, Edward Wass, William Saxton, Jnr., and Charles Williamson, colliers, of Lings, were all charged by John Godber (on behalf of the proprietors), with leaving work on the 4th. of September instant without giving notice of the same to the agent.

Mr. Busby appeared for the charge, and Mr. Briggs, of Nottingham, defended.

The case of Hepworth was taken first, and it was urged that as he was a contractor, and the other defendants worked under him, he was not within their jurisdiction. His work was specific work, and therefore he was not a servant.

The magistrates, after a long and patient hearing, the greater part of which time was occupied by the advocates in drawing the attention of the Bench to bygone decisions in similar trials they thought it advisable to dismiss the case, Mr. Briggs very courteously declaring his willingness to again have the case heard by a higher tribunal.

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Fatal Accident in a Quarry.

An inquest was held by Mr. Busby, coroner, at the Queen's Head, Alfreton, on Monday last, on the body of William Wright, of Alfreton, labourer at an ironstone quarry, aged 49 years. It appears that deceased and several others were hacking dirt in an ironstone open-hole on Friday, the 21st. inst., at the Oakerthorpe Colliery, when a quantity of dirt (about 2 tons) fell on them. Deceased was found lying on his back in the pit. He was taken home immediately, and died about half past two on Saturday morning. The jury returned a verdict of "Accidental Death".

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Page 2 Col. 6.

Fatal Accident.

On Wednesday last, an inquest was held at the Sheepbridge Inn, Whittington, before Mr. Busby, coroner, on the body of John Ward, aged 54 years, of Whittington, who died on Tuesday from injuries he received from a connecting rod falling upon him. Verdict "Accidental Death".

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Cutthorpe.

The late colliery accident at Newbold has thrown a gloom over the inhabitants of the village, one of the sufferers being so universally respected. On Sunday last the mortal remains of John Collis, the son of William and Mary Collis, were interned at the parish church, Brampton, amidst the tears of a large concourse of sympathising friends. Though but 16 years of age, deceased had won the esteem of all who knew him. Before leaving the village the teachers, with several friends and scholars and the schoolmaster met together from the Sunday school to which the deceased had belonged, and sang a very impressive hymn. We understand the Company are paying all expenses connected with the internment, for which the thanks of the deceased relatives are tendered.

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The Metal Trade.

The iron trade during the past week must be reported as duller than last. We have received numerous complaints about underselling, and we hear that it is difficult to obtain the rates for the current quarter. The coal trade continues tolerably brisk, and the demand is increasing, particularly for export to France and other parts of the continent. In Derbyshire the demand for coal is improving and the yield at the principal works has been much increased, particularly at Staveley and Clay Cross; at the latter place the annual yield is upward of 200,000 tons. The Oakerthorpe Company are now doing a good trade, and its prospects are quite encouraging. The new works at Denby are also progressing very satisfactorily, and in the course of a few months they will be in partial operation. The new line of railway from Rowsley to Buxton is now exciting considerable interest, and much curiosity is evinced to know the intended position of the stations. The lead mining interest in Derbyshire is making steady progress, but there is nothing new to notice this week.

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Dreadful Colliery Accident at Newbold - Four Men Killed.

An inquest was opened by C.S.B. Busby, Esq., coroner, at the Nags Head Inn, Newbold, on the bodies of Samuel Needham, John Keeton, Robert Howarth, and John Collis, who were killed on Friday, the 21st. ult., at the Newbold Colliery. The inquest was adjourned until Tuesday last, at the Municipal Hall, Chesterfield, when the following evidence was adduced: -

George Dakin, of Newbold, colliery labourer, sworn: - I am hanger-on and signalman at the bottom of the pit where the accident happened. On Friday afternoon, about half past three o'clock, I gave a signal to the engine tender to certify that men were coming up next time. I gave three signals when the corf was going up to let them know that men would come up next time. When the men were ready to go up I signalled twice. The four deceased were in the tub. I gave the banksman three signals before the engine started. The engineman and the banksman were signalled by separate bells. When I signal the banksman, the engine started and drew up the deceased. I heard the tub come into contact with something near the top of the pit. There was a terrible crash, and deceased fell to the bottom. Their fall knocked my light out. I got another light and went to the bottom. Keeton and Howarth were both dead. Collis breathed three, four, or five times, and died. Samuel Needham remained in the corve in a distressed state. I sent Samuel Needham to the top, and he was taken to the Chesterfield Hospital. I have been hanger-on between two and three years. I don't know what the corve caught against. It had never caught at the top before. The conductors were in a general state - they would spring from one to two inches in the middle of the pit. I don't know when they were tightened last. I don't assist in tightening them up. The lads and men went up quietly - there was no romping in the shaft. I have had a rope broken whilst I have been at the pit. I perceived nothing unusual in the slackness of the guides. They were as tight as usual. Four ride up and down at a time. I attend in the morning to see them down the pit. I see them out at night. They couldn't come into contact till they got near the pit top. I should imagine they came in contact with the door. The tub end clears the door by a good distance when the door is hanging down. I believe it is not possible for the tub to shake about so as to catch the door. I think it caught the door, but I think the door must have been touched by somebody. I think the door must have been rising as the cage came up. If the catch was lifted, the door would close too, unless obstructed by the cage or rope. I can't say whether or not the door shut immediately after the accident. We had wood conductors seven or eight years ago. I don't think they were so good as the present wire ropes.

Thomas Nichols, Newbold, engine tender: I am engineman at the pit where the accident happened. The accident happened about twenty minutes to four on Friday afternoon. I had received signals for men coming out. I drew them up. Everything went alright until I felt a jerk on the engine, and instantly the weight was gone. I just saw the heads of two of the men rise above the cap. I can't tell what the cage caught against. The banksman was at the pit-top at the side. I noticed that he had in his hand the connecting rod that connects the door to the lever. He stood as if watching them come up. Instantly he dropped his hand on the connecting rod as if he saw something wrong, and immediately the accident happened. It didn't happen before he put his hands on the rod. I don't know whether the door closed afterwards. I went immediately from the engine-house to the pit-top. The banksman was in front of the pit. He seemed much troubled. He had nothing in his hand. The door was open then. There were some colliers round the pit bank. John Haslam was on the bank as the deceased came up. I have been engine driver nearly two years. I have never had a tub catch since I have been there. The outside of the tub is from 10

inches to a foot from the door when hanging down. I didn't notice that the handle to sprint the banksman. He had not hold of the handle before the accident. He had his hand on the end of the rod, but not near the trigger.

Charles Hall, of Newbold Colliery, deposed: - I am underviewer of the Newbold Colliery. I was absent at the time of the accident. I got to the pit before any of the deceased were sent out. I made all haste to get the gearing right to send them up. Samuel Needham was alive. He was sent direct to the Infirmary at Chesterfield. I examined the pit. Either the door was not in its place, or there was some over-exertion in shaking the chair about. I never remember a catch under the door from the tub oscillating. I believe the tackling was good and safe. The door is 10 inches away from the tubs. The conductors are 45 yards: the rope is seven eighths of an inch diameter. There is nothing to prevent the oscillating from top to bottom ?????? ????? a strain keeping the ropes out. The ropes were not tightened for more than a month. We tighten them with a screw from the top. They will last two months without requiring tightening. The conductors are not broken by the accident. The corve was in its place at the bottom as if let carefully down by the engine. I appoint the banksman. I have not had complaints made to me before the accident.

John Haslam, Brampton, collier: I work at the pit. I was on the bank at the time of the accident, on the right hand side, with my back to the engine. I was seven or eight yards from the pit-top. I heard the signal bell, and knew men were coming up, so I turned my head when I thought they had got near the top. I saw Samuel Needham, though I didn't see any of the lads. I saw Sam. Needham's head and right arm. He put his hand out towards the foreboard. The accident happened there and then. The banksman stood in the proper place at the right hand side of the pit, between the pit and cabin. I didn't notice his hands. The door was open when I went to the pit-top directly after the accident. If the door was shut after the accident, I don't think the banksman could have closed it without my noticing it.

Zachariah Turner, Brampton, banksman: I am banksman at the pit-top. I have banked there fifteen years. I remember the proper signals being given before the deceased came up on Friday. I expected a handful of men. I was watching at the pit-top. I saw deceased just coming out of the top, and they were gone instantly. The tub broke and down they went. I can't say what the tub caught - it caught something. I was looking down, but I couldn't see far for the smoke that was coming up the shaft. There is a cupola at the bottom of the shaft. I think the tub caught on the front side nighest the engine, opposite to the door. It might have caught the door, but I couldn't see down so far. The tub has never caught before. I didn't disturb the door at all. I didn't touch the trigger: I was away from it. I and Thomas Nicholls tighten the ropes. It is two or three months since we tightened them. I tighten them when I perceive them getting slack. They were not very tight at the time of the accident. They would have done with tightening. We proposed (Thomas and I) to tighten them a few days before. The door didn't shut after the accident. I don't think I had the door out of it's place although I had my hand on the connecting rod. I felt a jar where I had my hand on the rod. The men were coming quietly up. The corve rather shook about as it came up. The handle didn't spring to me at all.

Isaac Needham, Cutthorpe, collier, deposed: I have worked nine years in the pit where the accident happened. I was at work on the day of the accident. The conductors appeared all right. I am brother to Samuel Needham. There is only the door for the corve to catch. The door must have been out of its place for the corve to catch it. The tub or conductors couldn't swing sufficiently to catch it otherwise. I don't think the conductors move an inch. I think (without having measured) that the door hangs twelve inches from outside the tub. The banksman couldn't hold the door out of its place by having his hands on the connecting rod. Even by touching the trigger.

James Howe, of Newbold, engine tender, said: I work the pumping engine at Newbold Colliery. Was at one of the coke hearths, about forty yards from the pit-top, when the accident happened. as soon as I heard the crash, I saw the banksman going backwards very quickly.

The jury returned a verdict of "Accidental Death".

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Marples v. Richard Barrow.

It will be remembered that on the 23rd. of July last the plaintiff sued defendant, the owner of Staveley Works, for payment of some sick gift out of the club which is supported by the subscriptions of the men employed under him. On that occasion plaintiff won the case, and His Honour gave judgement to the effect that he would be entitled to a certain weekly allowance so long as he remained ill. This was done, but in August the plaintiff went to Sheffield for some time, which was contrary to the rules of the club. The Secretary consequently stopped payment and the plaintiff brought the present action to recover the amount. Defendant had paid into Court the whole of the sick gift which plaintiff was entitled to, deducting for the time when the plaintiff was at Sheffield, and His Honour gave judgement for that amount. Mr. Busby appeared for defendant.

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Robert Snowdon v. Robert Pocklington.

This action was brought to recover a days work at Glasshouse Common, a journey to Chesterfield County Court for the defendant, carting bricks, three loads of sand, a load of lime, keeping books for him at a brickyard, and a cart's saddle, the whole amounting to four pounds and a few shillings. The case was proceeding when our reporter left.