

Derbyshire Times.

Saturday 2nd. February 1861.

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Metals and Mining in this District.

The complicated position of American affairs, and the fears as to a continuous supply of cotton have produced a further depression upon trade, and the prospect for the future is somewhat gloomy. The breaking up of the frost has done much towards relieving the great amount of destitution which prevails all over the country, by enabling those who are dependant upon outdoor labour to resume it. Notwithstanding the dull state of the iron trade generally, there are indications that some departments of it will become very active in the course of the spring. We allude to the more extensive introduction of iron into our shipping, and the great number of projected lines of railways, extensions, etc., which must draw largely upon the iron resources of the country. An effort by influential parties is also being made to work the ironstone found in Lincolnshire. Derbyshire is also producing a large increase in the native ore, but the most remarkable augmentation in the production is to be found in the Cleveland district, consumption of which for the local mills and foundries and shipments have been estimated at 580,304 tons. Stock on New Years Day was calculated at 62,000 tons. The statements as to the furnaces in and out of blast recently published is very inaccurate, and it is not altogether information to be relied upon. The Dunston and Baslow (Barlow?) Company, Derbyshire, are represented as having four furnaces, all of which are in blast, whereas it is well known that the Company have only three furnaces erected. There are also several discrepancies in the Yorkshire list which might be noticed. It must, however, be remembered that it is very difficult to collate information of this character in a correct form by the plan now adopted. The Great Northern and Manchester, Sheffield, and Lincolnshire Railway Company have projected a line of railway from Shireoaks to Staveley, with a view to gain access to the Derbyshire coalfield. It is the intention of the Company to take advantage of the extensive colliery of the Duke of Newcastle at Shireoaks, there being at present no exit for the coal, except by land carriage, which must, of course, keep the produce of the colliery out of the metropolitan market by reason of the extra cost of transit. To obtain the short line would be to gain a great advantage in mineral traffic, whilst a remunerative passenger traffic might also be gained. At the present time there are 15 trains of coal dispatched daily from the Staveley collieries, with a probable increase as the works are more developed. The produce of one pit alone (the Seymour) is about 700 tons per diem of the best hard coal for locomotive purposes. Indeed, it has been found impossible to meet the demands made for it. It would be impossible to estimate the advantages to be gained by this short route, because other collieries in the neighbourhood would be enabled to take advantage of the additional means of transit, whilst it would afford to the residents of the towns and villages between Staveley and Worksop the opportunity of the "black diamonds" at considerably reduced price, and it would afford a strong temptation to capitalists to use the surplus labour of the localities in the development of arts and manufacture which are almost wholly unknown.

We have again to repeat the oft-told tale of the activity of the coal trade. Every colliery is inundated with orders, and coal has been advanced in price in almost all districts, without a murmur on the part of the consumers, who have regarded it as a favour to obtain this at any price. The colliers in Yorkshire have been organising a movement for an advance in wages, and this week meetings have been held in the Leeds and Wakefield districts to obtain an advance. The coalmasters have also met, and it has been decided to give the men an advance of 7½ percent, a step which the miners must regard as exceedingly liberal on their part. It is to be regretted that the mining population generally do not in these times of prosperity carefully husband a portion of their earnings, to be ready to fall back upon in adverse times. The late

storm, and its consequent distress, has revealed the undoubted fact that in the mining districts there has been less prudence exercised in this respect than amongst the population in the agricultural districts.

The North Derbyshire Company have let the sinking of the shaft to a responsible contractor, and the directors appear determined to fully develop this important undertaking. The immense engine which has been erected at so much cost is fully adequate to its work, and latterly there has been an entire absence of accidents. The Mill Dam Mine is looking well, and it yielding good returns, biding fair to be one of the best mines in Derbyshire. The sinking operations at Mill Town, Ashover, are being pushed forward vigorously. The other mines continue in about the same position as last reported.

Correspondent to the Mining Journal.

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Advert -

A Brickyard to Let, in Kent Lane, with Shed, Kiln, Rollers, and Working Materials, all new. Apply to Mr. David Allison, Holywell Cross, Chesterfield.

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Metals and Mining in this District.

Though the iron trade must be reported as dull, there are circumstances transpiring which will have the effect of adding a tone of firmness to it which has not been experienced for the past four or five months. The stoppage of commercial transactions in the northern states of America continues to produce gloomy anticipations for the future. The demand for iron for home consumption has slightly improved, and on the continent, with the exception of America, advices are more satisfactory. It would be difficult to describe a better position than the coal trade now enjoys. There is no colliery, whatever may be its capabilities for production, but is fully employed, whilst numbers are unable to meet the demand made upon them. The enquiry has not abated anything since the termination of the frost, in consequence of the stocks of consumers having been worked down to the lowest possible ebb. Messrs. Barnes, coalmasters, of Derbyshire, have just cut into a deep bed of coal at their new colliery. There is nothing worthy of report in the lead mining interests of Derbyshire this week. The weather has been favourable to mining, and there appears to be great interest taken in the development of the mineral resources of the county, especially now that the new railway works are progressing so rapidly.

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Advert

- Wanted, a situation as Manager of a Colliery, either at the top, bottom, or both. Has had considerable experience, and can Dial, Measure, and keep Accounts. Would have no objection to tend a Weighing Machine, etc. Respectable References can be given as to Character. Address, S.H., at the Printers.

February 14th., 1861.

Derbyshire Times.

Saturday 15th. February 1861.

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Fatal Colliery Accident at Eckington.

On Friday last, an inquest was opened before C.S.B. Busby, Esq., coroner, at the Bear Inn, Eckington, on the body of John Brown, aged 22 years, who was working in a coalpit belonging to Messrs. Wells, at Eckington, on Monday, the 10th., instant, and was standing at the bottom of the shaft, when the chair was descending. The deceased saw the chair, but thought it was ascending the shaft, and did not move away, when it descended upon him and crushed him so severely that he died the next day. The inquest was adjourned till Wednesday.

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The Iron and Coal Trades.

February 7th. The prospects of the iron trade are, on the whole, of a less gloomy nature than of late. The demand for all descriptions of iron for home consumption are on the increase, and there has been a more confident tone pervading throughout the trade. The stocks are low, and merchants purchase to meet immediate requirements. There is a tolerably good demand for all descriptions of railway ironwork; and as there is the prospect of a number of new lines being commenced during the present year, there is no doubt but that this department of the trade will be unusually brisk.

The coal trade continues to maintain the activity which has characterised it for some time past; but it is impossible not to notice a growing dissatisfaction existing amongst the men, which appears calculated sooner or later to break out into one of those calamities known as a strike. The dispute with the men employed by Messrs. Briggs and Son, coalmaster, Methier, and Messrs. Harding, of Churwell, has been arranged, and the men have returned to work. The strike at the Oaks Pit, at Barnsley, has been arranged. The great difficulty has been to carry out the new Mines Inspection Act of last session, on account of the reluctance shown by the masters and inspectors towards it. The masters appear unwilling to allow the men to appoint a weigher from their own body. The masters, it is asserted, discharge the man appointed to be weigher, so as to disqualify him from the office. There appears to be legal difficulty in carrying out some parts of the Act, and the men intend to submit a number of questions for the opinion of counsel.

Preparations are being made for re-opening Earl FitzWilliam's colliery at Park-Gate, which was closed nearly a month ago by fire. The fire has been extinguished by the introduction of carbonic acid gas. The colliers who were thrown out of employment have had work found them at the other collieries of the Earl, and relief has been administered to their families.

The efforts which are being made to open up a direct railway communication with the Derbyshire coalfields and Grimsby are exciting attention. The demand for coal for export is unlimited, and if a cheap and direct line can be opened it will have a great effect on the coal trade of Derbyshire. The line of rails is also proposed to be made from Keadby to Barnetby, which will give Grimsby a direct communication with the coalfields of South Yorkshire. Large beds of iron ore have been discovered within two or three miles of Keadby, for which a considerable amount of traffic will be likely to arise. The proposed amalgamation of the South Yorkshire line with the Manchester, Sheffield, and Lincolnshire Railways is a step which is calculated to facilitate the mineral traffic of South Yorkshire. A meeting of the directors of both Companies was held on Saturday, when the terms of amalgamation were agreed upon subject to the approval of the respective shareholders. The terms are to lease the line guaranteeing next year's dividend at 4½ percent, and 5 percent in 1861(?), with the addition of upwards of one quarter percent for every 62,500 tons of coal carried over the line above one million tons.

A meeting of the North Derbyshire Company was held today when terms of compensation were agreed upon from the Peak United Company, which were stated to be one thirteenth part of the ore got, not one tenth of the profits, as was originally proposed. The mine has been cleared of water, sinking operations being proceeded with. The directors also agreed to allow the arrears of the calls to stand over until March the 25th.

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Shocking Colliery Accident - Three Men Killed.

A shocking accident took place at the Copperhouse Coal Mine, Bardsley, near Oldham, about half past six o'clock on Wednesday morning by which three men lost their lives. It seems that James Wilson, of Charlestown, Ashton; Joshua Street, of Waterhouse, collier, and Thomas Hofland, of Waterloo, on the Oldham Road, collier, each aged 20 years, were working in sinking the pit, on Tuesday night, and as they were being wound up about half past six o'clock on Wednesday morning, the wire rope broke in two, and they fell about sixty yards down the shaft, and the greater part of the wire rope, which was more than 300 yards in length, fell down upon them. As soon as possible the poor fellows were attended to by their fellow workmen. Wilson was found quite dead, Street died before he could be released from the rope, and Hofland died about eight o'clock the same morning, as he was being conveyed home in a cart. Street was a single man, and Wilson and Hofland were married, but they have no children.

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Advert

Inkermann or Loundsley Green Colliery near Chesterfield.

Best Black Shale Coal	5-10d. per ton, at the Colliery
Slack Black Shale Coal	2-11d. per ton, at the Colliery

Orders for delivery in the town and neighbourhood may be sent to the Colliery, or William Hunter, agent, High-Field Road.

February 21st., 1861.

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Coal Pit Accident.

One day last week, an accident befell a collier named Charles Pagden whilst working in a pit in Hasland Lane. A quantity of bind fell on him, and on being conveyed to the Chesterfield Hospital, it was found he had sustained a compound fracture of the leg. He is progressing favourably.

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Ironstone Mine Accident at Whittington.

An inquest was held on Wednesday last, at Newbold, on the body of Thomas Turner, ironstone miner, aged 44 years. On Friday, the 15th. instant, deceased was assisting to brick a shaft of an ironstone pit belonging to Messrs. Appleby, at Whittington, when a large stone fell from the shaft, about five or six yards above deceased, and struck him on the left side, and so severely injured him that he died on Tuesday last. Verdict, "Accidental Death".

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Wallsend Colliery Company v. Nathan Moore.

The above Company sought to recover the value of four loads of coal, which they alleged had been delivered to defendant, who presented two receipts of payment. Mr. Whitehead, who appeared on behalf of the Company, said they knew of the two loads being paid, but there were four loads brought since. Defendant denied receiving them, and his Honour told Mr. Whitehead he must prove the delivery before he could make any order, and he would advise all colliery owners to have the tickets signed by the parties who received coal in future, which would put an end to such disputes as the present.

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Page 3 Col. 3-4.

The Iron and Coal Trades of Yorkshire and Derbyshire.

February 13th. Though there is a very active demand for money, as the position of political affairs in America is pregnant with excitement, the iron trade evinced signs of improvement, and its prospects are decidedly more hopeful. The latest private advices from America concur in the belief that the secession difficulty will be settled without resort to war. The American trade is thoroughly sound and remittances and orders have been received from the States during the present week to a much greater extent than in any period during the past month. The demand for various descriptions of manufactured iron is gradually improving, whilst in the railway department of the trade much activity prevails owing to the receipt of orders for rails for India and Australia. There is also much better enquiry for plates for ship building and different kinds of machinery, whilst for steam engines several large houses in Lancashire and Yorkshire have more orders on hand than they can execute during the present year.

The coal trade continues to be maintained in the same state of activity as for some time past. The demand for coal in all the colliery districts is very great, and the only difficulties which the coalmaster has to encounter are the scarcity of waggons to carry away the material, and the keeping of men regularly in work. We hear with regret that the proposed line of railway from Worksop to Staveley has been abandoned by the promoters, owing to the opposition of two gentlemen through whose land a considerable portion of the line would pass. The scheme, however, is one which sooner or later be carried, what is to be lamented is that the awkwardness of one or two individuals should have been the means of frustrating for the present the whole scheme. A meeting of the shareholders of the South Yorkshire and Manchester, Sheffield, and Lincolnshire Railways will shortly be held, to confirm the arrangements of the directors for the amalgamation of the two companies. The effect of this amalgamation will secure to the Manchester, Sheffield, and Lincolnshire Railway Company direct access to the South Yorkshire coalfields, and we look upon it that the coal trade will be materially benefitted thereby. It is to that traffic mainly that the Manchester, Sheffield, and Lincolnshire Railway Company look forward for an increase to cover the South Yorkshire guaranteed dividend. We have no doubt of the affair proving remunerative to the shareholders in both Companies. It is interesting to notice the wonderful increase in the mineral traffic of the Midland Railway during the past half year, which we have from time to time alluded to. Whilst the increase in passenger traffic has only been £14,963 for the last half year, that in minerals for the same period has been £40,213. The satisfactory position of the line, which is solely attributable to the enormous increase in its mineral traffic, has enabled the directors to recommend a dividend at the rate of 7% per annum. The new line of railway from Rowsley to Buxton, which passes through the Peak of Derbyshire, has been made up to Haddon, near Bakewell; this line, as we have before mentioned, will afford to the lead miner the advantages of railway communication, to which he has hitherto been a complete stranger.

A new Act of Parliament has just come into operation which will prove of incalculable benefit to the mining population, in removing temptation and drunkenness, and its consequent evils. We allude to an Act prohibiting the payment of wages at public houses. It has been for years the common practice of contractors in mines, on receiving their wages, to resort to the public house with the men employed under him for the purpose of settlement, and it has frequently happened that numbers of miners have become inebriated at the public house, neglected home and their families, and sometimes ending in quarrelling and fighting. The law to

which we have alluded forbids the payment of wages at a public house, and renders the landlord liable for allowing such practice, as well as the person who has made the payment.

The Derbyshire lead mines continue to make steady progress, but at present we have no facts of material importance and notice, except at Mill Dam, which is doing well. The late lawsuit has been settled, and the award of the engineer has been decided, giving the Mill Dam Company the right to turn their water into the "swallow", which formed the bone of contention. Each Company has, we understand, to pay its own law costs.

There is nothing moving in the mining share market to call for remark, and the only transactions have been in Eyam and Mill Dam shares, which have been done at £1-10-0d. each premium.

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Tupton - Wages Claim.

James Williams was summoned by Joseph Fletcher for the sum of £1-0-0d., which he alleged was due to him for work done in a pit near Clay Cross Station. Defendant said he did not owe the money. Complainant stated that he was engaged by defendant on the 9th. of January, and he commenced work, loading, on the following day. At the end of the fortnight he was paid only at the rate of 3-9d. per day. He still continued work, and ultimately the amount claimed came due to him, but was retained "in hand". Hannah Straw gave evidence corroborating complainant as to defendant being the person who engaged him. John Brown, on being sworn, said that he hired the complainant on the 20th. of December, to get coal. On the pay-day he retained a sovereign until he (complainant) had three days in hand, or he might have shrunked from his engagement at any time. In answer to the Bench, defendant admitted himself to be a servant of the Company by the fact of his having given notice to them, and on this head the Bench dismissed the case, complainant having to pay costs, 3-6d.

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Staveley: Wages.

John Hughes was summoned by John Finn for the sum of 10-8d. Mr. Busby appeared for defendant. This case was somewhat similar to the other. Complainant was engaged by defendant, but he, nevertheless, signed the rules of the colliery, and worked by them. From this fact the case was dismissed, complainant having to pay costs.

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No Headline.

The Risca Colliery Explosion Enquiry terminated on Friday after 18 sittings. The awful nature of the calamity warranted this lengthy enquiry, and the jury appear to have arrived at some practical conclusion. They require that the rules should be revised, that the pit should be more frequently visited, that some alteration in ventilation should be carried out, and that the Stevenson lamp, "as the best and safest", should be used.

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The Coal Miners in the Halifax District.

An advance of Wages has taken place at many of the pits in the Halifax district, but there are other men working on the "lower scale". A very numerous meeting of miners was held on Monday evening, at the George Inn, Halifax, to consider what steps should be taken to assist the "lower scale" men in getting an advance equal to their fellow workmen in the neighbourhood. The meeting unanimously recommended the "lower scale" men to make an application for an advance of 6d. per scale by giving fourteen days notice. It was also recommended that there should be a great central meeting as soon as practicable of the Leeds, Wakefield, Huddersfield, Churwell, and Walton and Halifax miners, to consider certain matters touching their interests.