

Derbyshire Times.

Saturday 3rd. January 1863.

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Advert - Alton Colliery, Ashover, Chesterfield.

Fletcher and Cheetham.

Beg to inform the public that they are now manufacturing Encaustic and Flowered Floor-Tiles, Coke, Furnace Fire-Bricks and Blue Bricks.

Specimens of the Encaustic, etc., Floor-Tiles is to be seen at Mr. Higginbottom's, Earthen-Ware Dealer, Market Place, Chesterfield. Prices may be had on Application.

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Advert - New Brampton Colliery, near Chesterfield.

A quantity of Slack, suitable for engines, lime, and brick burning, to be had at 1-0d. per ton.

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Advert - Colliers ! Colliers !! Colliers !!!

New Brampton Colliery, Loundsley Green, near Brampton.

Wanted, some first-rate pickmen, accustomed to Blackshale work, immediately.

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Tapton New Colliery - Treat to the Workmen.

On the evening of Friday last a very interesting gathering of about 150 of the workmen, as well as the proprietors of the New Tapton Colliery, Messrs. Wyatt, Booth, and Holford, who gave the men a Christmas treat at the house of Mr. Dobbs, the Three Tuns Inn. A first rate supper was provided in a style of excellence worthy of the host and hostess. After the removal of the cloth Mr. W. Wyatt, as the senior partner in the firm, was called to the chair.

The chairman gave the usual loyal toasts which were received with great enthusiasm by the company.

Mr. Booth, an extensive coal merchant, and one of the proprietors of the colliery, then addressed the men in an admirable speech. He referred to the causes which had occasioned so much depression in the coal trade, and, he believed that the coming spring and summer would witness an improvement. As regard his interests as proprietor in the New Tapton Colliery Company he could assure them that he had the greatest confidence in system of management adopted as well as in the commercial value of the undertaking. Another very satisfactory feature was the great unanimity which had existed, and continued to exist between himself and ???????, neither an angry word nor an unpleasant ??????? having passed between them, or the semblance of any unpleasant feeling since they had known one another. There was no doubt but that the colliery was capable of great extension - but the difficulties which had been encountered in its development had now been successfully ????????? so that he had every reason to hope and trust that in the course of the new year they would be enabled to find employment for a much greater number of men, nothing would give him greater satisfaction than to meet double the present number at Christmas next year. (Applause).

Mr. Holford, the managing partner addressed the men in a very appropriate speech, in which he gave an interesting account of the progress of the company, the difficulties they had had to encounter, and the undoubted success of the undertaking, and now they were on the road of prosperity he hoped the workmen would continue to give him the satisfaction they had ????? done, and they would always find him a friend to the working man both as proprietor and as manager. (Cheers).

Mr. Wyatt, the chairman, in responding to his health expressed the great pleasure which he had derived from the proceeding and, as regards the success of the colliery it had exceeded all his imaginative expectations. The greatest good feeling had existed between himself and the partners. As employers they reciprocated feeling which always should exist between ????????? and workmen, and so long as workmen did their duty they would always find the proprietors of the Tapton New Colliery ready and willing to support them. (Applause).

The remainder of the evening was spent in songs, toasts and sentiments, and was ????????? altogether heartily enjoyed.

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West Staveley - Important Colliery Case.

On Wednesday before E.G. Maynard, Esq., at the Chesterfield Police Court, five men named James Griffin, John Davies, John Griffin, William Walker and Frederick Richardson, were charged with absenting themselves from the West Staveley Collieries on Monday last. R.W. Moody, manager, said the men engaged and signed the rules, and left the colliery on Monday last at 2 o'clock without notice. The Company in consequence got 100 tons of coal out less than they would have done. In cross-examination by Mr. Cutts, witness said: There has been a question as to the safety of the mine. The high winds of Friday and Saturday last affected the ventilation, but not so as to render the mine unsafe. There was a pricking of an old shaft of Mr. Fowler's which let in water, I, m not aware of any signals being given on Friday. I was in the pit on that day and I did not see any fire in the mine. The pit was full of carbonic acid gas on Friday. I did not order the men out of the pit on Friday. Some of the men left the pit on Friday at 12 o'clock. It was not by my authority, it was against my wish that they left. There was no danger in the pit. They left work at 2. They had not done a fair days work. Instead of 230 tons we only got 147. By Mr. Busby: There was no apprehension of firedamp. Went right through every working place on Saturday, could not find anything that might cause the men to leave off work. In defense Mr. Cutts urged that the pit was very unsafe, and called witnesses, who corroborated. The Bench discharged the prisoners on the payment of 11-10d. each expenses. Walker and Richardson were discharged without paying anything. (This case was inadvertently left over from last week).

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Terrible Colliery Accident at Shiffnal.

Twelve Persons Killed.

Early on Monday morning last, a frightful accident occurred at one of the pits of the Lilleshall Colliery Company, situate at Priors Lee, near Shiffnal, by which twelve persons lost their lives. It appears that the men were being let down the shafts to their work, and the nine men and three boys got on the cage at once, and were being lowered, but one of the pins of the gearing gave way, and they were all precipitated to the bottom of the shaft. They had a great depth to fall, and were all killed on the spot, all the bodies being much mangled. This deplorable accident leaves 5 women widows and 27 children fatherless.

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Advert - To Colliery Masters and Sinkers.

To be sold, a quantity of Pit-Gearing, such as Headstocks and Pulley Wheels, a Turn-Stake and Wallow, suitable for sinking purposes, - Apply to Mr. R. Shaw, Clay Cross.

The above are nearly new and in good condition.

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Colliery Cases - The West Staveley Colliery Company.

William Walker summoned Ridley William Moody, manager of the West Staveley Collieries, for wages amounting to 8-0d. Mr. Busby appeared for the defence. After investigation, it appeared that complainant had summoned Mr. Moody for 2 days wages, whereas he was working by contract, that he was in partnership with others, but had taken these proceedings to recover his share. Complainant also admitted that he had given notice on Wednesday, whereas by one of the rules he should have given notice which would have expired on the pay-day. In consequence of these informalities the case was dismissed.

Henry Lee and Henry Pemberton claimed £2-8-0d. each from the same defendant, being a fortnight's wages in lieu of notice, they having been discharged summarily. Mr. Cutts appeared for the colliers, Mr. Busby as before, defended. Mr. Busby stopped the case at the outset by taking a legal objection against the jurisdiction of the Bench, which did not extend, he alleged, to the legal determination of contracts. Mr. Cutts considered it an ungenerous course for the master to take. Why not fight the case on it's merits? The case was ultimately dismissed, Mr. Busby's objection being held fatal, the men were advised to apply to the County Court. Mr. Cutts said it was not a matter between the owners of the colliery and the men, but between Mr. Moody, for the colliery, and the men. Mr. Busby said that was quite untrue. Mr. Cutts: I am instructed to say that it is as I say.

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Leaving Service.

William Shaw was charged with leaving his work at the Lings Colliery without giving the regular notice. Samuel Taylor said he was present when the prisoner signed the rules, wherein its specifies 28 days notice shall be given and taken. The prisoner left on the 2nd. of January without giving notice. To return to his work, and the costs (16-0d.) to be deducted from his wages.

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No Headline.

Sylvester Freeman, aged 60, dealer, was charged with stealing, on the 22nd of November last, 22 lbs. of brass and 36 lbs. of lead, the property of James Oakes, and another, at Alfreton. Mr. Cave prosecuted. John Farnsworth, colliery engineer at Messrs. Oakes's works, proved that a great quantity of brass had been missed from the prosecutor's premises; and Thomas Corden, labourer on prosecutor's farm, said he was passing the Riddings Colliery on the certain day and saw the prisoner at the works. John Moss, engine-tenter, said he saw the prisoner at the back of the engine and asked him what he was doing there, and he said he was going to Tarr's for soup. He had a can in his hand and went away. Witness went away and returned in about an hour and a half afterwards, and missed some brass and lead. Prisoner said he was asked several times by Moss to buy the brass and lead. Joseph Gaunt, one of Mr. Oakes's labourers, who lived in the same row of houses as prisoner, said he saw him digging in his garden, with a light, on the same spot as where the constable afterwards found the brass and lead. Prisoner said he was in his garden after dark getting "greens", but Gaunt could not see him. Police Constable Booth said he went to prisoners garden, and, on digging up some earth, he found the brass and lead produced. It was buried about 2 feet deep. He apprehended prisoner who said that the witness John Moss had brought it there and buried it for a week. Prisoner, who was not defended, was sentenced to 6 months imprisonment, with hard labour.

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Embezzlement at Sheepbridge.

John Carr (on Bail), late manager of the Sheepbridge Collieries, was charged with embezzling various sums of money the property of his employers, the Dunston and Barlow Company. Mr. Stephen prosecuted, the prisoner was defended by Mr. Cave. After a great amount of evidence had been adduced, the prisoner was found guilty, and sentenced to 12 months imprisonment. The prisoner was recommended to mercy by the Jury.

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The Sheepbridge Riot.

William Marsh, James Pendleton, Thomas Smith, William Grainger, Frederick Sellars, James Warner, and James Hartley were charged with a riot at Sheepbridge. It will be remembered that the prisoners refused to work with the Irish - that a conflict took place between the Irish and the English, in which the former were beaten and had to retreat.

The prisoners were defended by Cave. The trial was proceeding as we went to press. Further particulars in a later edition.

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Clay Cross

Caution to Colliers.

Frederick Watkinson, of Lings Row, Richard Hardwick, of the same place, and William Hibbs, of Clay Cross, were brought up on warrants before William Mounts, Esq., J.P. on Wednesday December the 31st., charged by Mr. John Brown, agent to the Clay Cross Company, with absenting themselves from their work at the No. 4 Main Pit, without permission, before the time of service of contract was complete. The case was fully proved by Mr. Brown and R. Jeffries, one of the clerks of the Company. Ordered to the service and pay costs, £1-0-8d. each, or in default one months imprisonment each, with hard labour, at the House of Correction. On Tuesday, the 6th. of January, William Bradley, of Heage, collier, was brought up on a warrant before the same magistrates, charged by Mr. John Brown with a similar offense at the same pit. Ordered to return to his work and pay the costs, £1-7-0d.

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Clay Cross - Fatal Colliery Accident.

On Tuesday last an inquest was held at the New Inn, Clay Cross, before C.S.B. Busby Esq., coroner, on the body of John Parker, Clay Cross, colliery agent, aged 59 years. The particulars of this painful accident will be found in the following evidence. George Parker, of Ilkeston, colliery owner, said: Deceased is my late father, who died on Monday, from injuries received on his right side. William Hopkinson, North Wingfield, hanger-on in the pit, said: I was at the bottom of the pit shaft on Monday morning last, about half past nine o'clock. Deceased came out of the workings to the pit-bottom, and stood against the side ready to go up. I signalled, I pulled three times, to let the engineman know that men were coming up. Then there was a signal (once - meaning right) from the top, and deceased got on the cage. Then I rang (once) for the engineman to go up. The cage started as usual, a minute or two afterwards I noticed some pieces of wood falling down the shaft to the bottom. The cage would have had time to get to the top in the normal course of working before the wood fell down. Samuel Brailsford, of Clay Cross, banksman, said: I was on the pit-bank at half past nine yesterday morning. The hanger-on gave three knocks as a signal. Then I gave a signal (one) down. He then gave as a signal (one) to start. My signal of one down was to show alright at the top. There are two hammers that strike on a plate of iron, which rings almost like a bell - one at the pit-bank and the other in the engine-house. When the hanger-on pulls it sets both hammers in motion, so as to give a signal at the same time to the banksman and the engine-man. The banksman gives the signal down, and not the engine-man. I stood watching at the pit-top whilst the cage was coming up. It came up very steady from the bottom till it got about three quarters of the way up the shaft, which is 135 yards deep, when it came up sharper than usual the rest of the way. My mates made their escape, but I was too frightened to move. I had my face towards the rope, but I did not see the cage come out of the pit. I heard the cratch bounce up against the pulley-wheel, but I did not see deceased until he fell onto the machines roof and then dropped from thence onto my skip of coal. The cage was broken before it got over the pulley and fell down, part onto the bank and the other part on the stage. I went to deceased and lifted him up onto the skip. I got assistance and carried him to the engine-house and laid him down. Mr. Burns and Mr. Howe came, and deceased was carried home as soon as possible. I said to deceased: "I am afraid you are badly hurt". He said: "Oh Dear". Abraham Marriott corroborated the last witness as to the proper signals being given, and said that he had been an engine-man at Clay Cross for twenty years, but he had driven No. 2 engine for four months. He had the engine at the usual speed until within three strokes of the top, when he put his foot on the brake to turn the cage, his foot slipped off, and the engine handle knocking him down, he lost all control of the engine, which was going with full steam on, and the cage was drawn over the pulley-wheel. His foot had never slipped off the brake before. The jury returned a verdict of "Accidental Death". His untimely end has cast a gloom over the working population of this town and vicinity. Mr. Parker was held by them in the highest esteem; and in him they have lost a good friend and the Company a valuable servant. Mr. Parker has frequently acted as mediator between the men and the Company in those cases of dispute which naturally arise in a colliery works; and seldom has his decision on such occasion failed to give universal satisfaction to those concerned. He was an active member and preacher of the Primitive Methodist body in this town; and also a warm advocate of the temperance cause.

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Page 4 Col. 2

The Explosion at Worsborough.

Donation from Her Majesty.

A report dated Worsborough Dale, Saturday night, says: There is very little to report in reference to the proceedings at Edmunds Main. The water is flowing steadily into the mine from the trench connected with the adjacent stream, and measures are being taken to increase the amount of water very largely and so expedite the tedious operation of flooding the workings. The water was conveyed in large pipes laid at a depth of fourteen or fifteen feet; but the quantity poured into the shaft was not found sufficient speedily to accomplish the objects in view, and men have been set to work to reopen the trench, and when this has been done with as much water as can possibly be diverted into the trench will be thrown into the mine. The cupola shaft has been rendered perfectly airtight, and there are several feet of water upon the clay "puddling" above the furnace drift. In one of the upcast shafts and aperture, closed by a sort of wooden safety valve, has been left in order to test the air from time to time. A test which was made a day or two ago shows that a great quantity of gas has been generated at the mine. The cap of the valve was removed for our special edification, and the imprisoned air and gas rushed forth with the force of a furnace blast. Fortunately, in this instant, there were no "naked lights" about or the gratification of our curiosity might have been attended with unpleasant circumstances. It is not expected that even with the great volume that will be poured in during the next week, the water will be "roofed" for ten or twelve days yet, and the pumping out will be a still more tedious process. Great difficulty will no doubt be experienced in emptying the dip bord gates, which are much below the level of the other parts of the mine. The subscription for the relief of the sufferers has now reached the handsome sum of £1,300.

We have great pleasure in stating that Her Majesty the Queen has sent a munificent contribution to the fund. The remnant of Mr. Banham wrote a few days ago to the Home Secretary, stating the case on behalf of the sufferers, and asking him to be good enough to lay the purport of the letter before Her Majesty. Sir George Grey forwarded the letter to Sir Charles Phipps, who communicated with Mr. Banham, asking to be supplied with some further information and a list of subscriptions. The required information was duly laid before Her Majesty, and the result was communicated in the following gratifying letter:

"Osborne, 27th. December, 1862.

Sir,

I have had the honour to submit your letters to Her Majesty the Queen, and I have received command from Her Majesty to forward to you the enclosed cheque for £100, as a subscription from Her Majesty towards the Fund for the Relief of the Widows and Orphans of the Sufferers by the late Colliery Accident at Edmunds Main.

I have the honour to be, Sir, Your most Obedient, Humble Servant.
C.B. Phipps"

The Rev. W. Banham, Worsborough Dale.

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The Calamity at Edmunds Main Colliery.

The bodies of the sixty men and boys who were the victims of the explosions at Edmunds Main, continue immured in their gloomy sepulchre, and there are but faint hopes that they will be recovered for some months to come. The terrible explosion - the third most destructive in its effects upon the mines of the series, which took place on the Wednesday, necessitated the complete flooding of the pit, has deprived the survivors for a long time to come of the melancholy satisfaction of paying the last sad offices to the dead. The first explosion, it will be remembered, was caused by a fire which originated at the extreme "dip-point" of the workings, at the bottom of a long incline, and the engineers hoped that the flooding of that part would be all that was required, but the third explosion showed conclusively that the fire had been spread over a large area but the first and second, and nothing less than the complete flooding of the workings will now suffice. The operations at the colliery during the past week have been under the charge of Mr. Brown, of the firm of Brown and Jeffcock, mining engineers, and Mr. Mitchell, to whom the task of recovering the bodies of the entombed miners has been delegated. Water is still being poured into the mine in large quantities, and the three shafts are sealed against the admission of air. The operations exactly resemble those which were carried after the great explosion of Lund Hill, three miles from Worsborough. When the pit is full will commence the tedious and laborious operation of pumping it out, and then the restoration of the bratticing, so as to reinstate the ventilating apparatus, and the search for the bodies in the pit. Referring to the evidence at the inquest regarding the cause of the catastrophe, a correspondent remarks: The use of gunpowder as a means of getting the coal much cheaper and expeditiously, is the real cause of this fearful calamity. The seam is well known to be unusually fiery and dangerous, and one in which naked lights should never be used. The danger seems to have occurred in the mind of the underviewer, George Lawton, some months ago, for he told the men that he did not like the thought of blasting that coal, and ordered them to begin wedging. This was done, but the men found that they could not "make wages", although an increased price was given, and murmurs ensued. The result was that the use of powder was again permitted: hence the explosion. It was proved beyond doubt that the state of the dip-board gates a few days before the explosion was such ought to have warned anyone of the imminence of the peril. Yet naked lights were constantly used in that part of the mine, and coal was constantly blasted with powder, until the inevitable result took place, and caused such a fearful sacrifice of life. Indeed, the reoccurrence of these fires at the dip-board gates seemed to have contributed to the extent of the calamity by inducing carelessness on the part of the men in other parts of the mine. They said, when questioned as to their singular tardiness in escaping, "that there had been fires before, and they thought the men would get this out as they had got out others". One of the men was warned of the danger, but he said that he should go on with his work until he "heard more", and he continued to work for an hour until he was fairly driven from his bank by the increasing volumes of smoke and gas. Another, on being warned by a collier who was running past his working place, replied, "Thou canst leave if thou'rt art frightened, but I will stop". That man is yet in the mine. A subscription in aid of the bereaved has now reached about a thousand pounds. The funds are being carefully applied through the superintendence of a local committee, the amount in hand is altogether inadequate to the claims of the sufferers.

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Page 2 Col. 6

Fatal Accident.

A youth named Lingden, 16 years of age, fell down the shaft at one of Messrs. Appleby's pits at Walton, on Tuesday evening, and was killed.

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Page 2 Col. 6

The So-Called "Riot" at Chesterfield.

William Marsh, Thomas Smith, James Hartley, James Pendleton, and James Warne, were charged with riotously and tumultuously together on the 19th. of December, 1862, armed with sticks, and assaulting John Whealen and others at Newbold.

Mr. Stephen prosecuted, and Mr. Cave defended.

The facts lie in a nutshell, although there has been much discussion upon them, and they have unquestionably been exaggerated. At the Sheepbridge Colliery about 18 Irishmen and about 40 Englishmen were employed under a ganger named Pocklington. About half past twelve on the 9th. of December the Englishmen went to Pocklington and told him that he must either give up the Irish or they would not continue to work. The ganger thereupon told the Irish to cease working, and it was asserted on the part of the prosecution by several Irishmen that Marsh led on the gangs to drive them out of the works. However, they did go to Pocklington's, where the English also went in a quarter of an hour, but no disturbance took place until after both parties had left. When the Irish arrived at a cinder heap, they commenced throwing stones, whereupon the English retaliated and drove the Irish off. Several Irishmen swore to having been "punched" in the stomach, struck on the back of the head by Marsh, and no violence was proved against the other prisoners. After a very humorous and effective speech from Mr. Cave, on the part of the prisoners, the Jury acquitted all but Marsh, whom they found guilty of a common assault. He had already been imprisoned for a month, and was sentenced to a further term of fourteen days.

This closed the session at 6 o'clock on the Friday night.

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Page 3 Col. 4

The Coal Supply to the Metropolis.

The quantity of coal conveyed to the Metropolis by sea and railway for the month of December last shows an increase as compared with the returns for 1861. The Midland conveyed 25,390 tons. The total supply from all sources for 1862 was 4,977,251 tons 2 cwt. against 5,227,774 tons 17 cwts. in 1861, showing the important diminution of 250,523 tons 15 cwt. Of this tonnage the Clay Cross pits, Derbyshire, have contributed 186,051 tons 15 cwt.; the Silkstone Coal (Wharnccliffe, Cooper and Co, Newton and Co., Smith and Company, Clarke's etc.), 156,734 tons 16 cwt.: and Codnor Park, 50,460 tons.

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Page 3 Col. 4

Newbold.

On Monday night last the workmen at the Newbold Colliery, partake of a plentiful supply of roast beef, pudding, etc., at the Nags Head, Newbold, being the annual Christmas treat given by Messrs. Samuel Beale and Company. After the cloth was drawn Mr. C. Hall, the manager, proposed the health of the proprietors of the works, which was most heartily responded to by the company. The next toast was the health of the manager Mr. Hall, who replied with a few, but very appropriate, remarks, which were heartily received with cheers, and the evening was spent in a very cheerful and agreeable manner.

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Page 3 Col. 4

Whittington.

West Staveley Colliery.

We believe that there are no police cases to record this week from this colliery, owing to the pit being drowned out. The men cannot work, but a trial of some importance and interest to colliers in general, is likely to come off soon at the County Court, Chesterfield, being for compensation for damages sustained in the explosion of July last, as reported at the time in our columns.

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Page 4 Col. 2

No Headline.

At a Miner's delegate meeting held at Newcastle on Saturday, relative to the differences between the miners and the colliery owners in the North, it was determined to establish a union under the somewhat defiant title of the "Victim Fund". Excepting that the Seaton, Delavel and three other collieries, all the pitmen have returned to work.

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The Wigan Murder.

No clue has yet been discovered of the murderers of the old fireman, John Barton, at the Button Pit, Haigh, near Wigan, on the night of the 2nd. of January, and the chances of capturing the criminals, never very great, appear to diminish each day. It is not believed that the police are in possession of any information likely to prove of very great importance, but if they are, they are remarkably reticent on the subject. In the neighbourhood the fear that the list of undiscovered crimes will have to be increased by the Haigh murder is daily gaining ground, and we are afraid with too much reason. On Saturday the scene of the murder was visited by hundreds, anxious to inspect the cabin where the struggle took place, and to peep into the furnace where the body was thrust to be consumed.

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Page 2 Col. 1

Advert - To Builders, Contractors, etc.

Tenders.

The Milldam Mining Company seeks Tenders for erecting Engine-house, Boiler-house, Chimney for a Cornish Pumping Engine, at Great Hucklow, Derbyshire. Particulars to be had of Mr. Brocklehurst, the Manager of the Mine, to whom Tenders must be sent, no later than Wednesday, the 28th. of January.

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Page 2 Col. 5

Accident at Boythorpe Colliery.

On Tuesday last, a collier named Thomas Priest, employed at the above Colliery, was in the act of lifting a large piece of coal, when his foot slipped, and the weight of the coal fell on his hand dreadfully lacerating it. Priest, being unable to work, the persons employed at the colliery have set the noble example of contributing sixpence per week towards his support whilst he is incapacitated from work, in order to relieve the funds of the club.

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Page 2 Col. 6-7

Fatal Accident at West Staveley.

Censure of Mr. Moody, the manager.

On Saturday evening, about nine o'clock, David Haigh, a night workman at the West Staveley Colliery got into the cage to descend the pit, which is about 80 fathoms deep. It is stated that the handle of the engine could not be worked, owing to the flywheel being on the centre. The engineman left his handles in order to tilt the flywheel, so as to start it. This done, the cage was lifted to the top of the stock when the chain snapped and the cage was precipitated to the bottom. Haigh was fearfully mutilated. One of Calow's patent safety springs was attached to the shaft which should have stopped in the slides the moment the chain had been disconnected. On Wednesday an Inquest was held at the house of Mr. John Wilcockson, the Wellington Hotel, before Mr. Busby, coroner. Mr. J. Hedley, Esq., Government Inspector of Mines was present.

Luke Varley spoke to the engine being on the centre, when he endeavoured to move it, it slipped down. He then said: - I tried several times whether the cage would come back, but she would not. At the time when she went down first, I told Mr. Fenwick there were twenty inches of water. It would rise whilst we were changing the buckets. William Fenton, the blacksmith, repaired the chain. He did not order me to put a weight upon it, and that never was tried whether it would answer or not. I cannot say whose place it was to order it to be tried. Never saw the chain tried but once since I have been there.

A Juryman - I think someone ought to have tried it after it was repaired before it had been used again.

Mr. Hedley - We shall have Mr. Moody's evidence on that point.

By a Juryman - If the connecting hook of the safety cage had not been on, I should have had room to stop the engine.

Ridley William Moody, of Old Whittington. I am colliery manager of West Staveley. There is an apparatus for detaching and arresting the descent of the cage. It is Mr. Calow's, of Staveley. It had been attached to the cage about two years. During that time the apparatus had acted effectively. The cage has been detached and arrested by the apparatus. There were men on once to my knowledge. The apparatus was looked into by the smith last week. One of the pins and catches had been refixed. I looked it over on Friday after the repairs. We were drawing water with the tubs. The apparatus was in order on Friday and I tested them myself. I arrested the progress of the cage, being satisfied they were correct. Without the cage being detached from the rope, we can arrest the progress of the cage by the lever which connects the apparatus on top of the cage. I was not at the colliery when the accident happened. I saw the apparatus two hours after the accident, and examined it with a view to ascertaining that the apparatus was uninjured. I found two portions of the deceased's jacket in the slide which works the spring. The jacket was jammed in the side preventing the apparatus from working. There was also a large piece of deceased's jacket between the teeth and the slide. He was standing upon the cage, and the wind would have blown a portion of his jacket into the slide before it had time to act. The apparatus itself is quite perfect yet.

By the jury: I did not try the cage with any weight except, the weight of my body.

A Juryman remarked that the men had an impression that the cage was not right. Mr. Hedley - Don't you know that the enginemen ought always to be kept at the handle of his engine.

Mr. Moody - I have repeatedly told them that when the engine is on the centre, they are not to leave it. Juryman - A week ago you nearly had a similar accident through the engineman leaving the handle of his engine.

Mr. Hedley - The Rules say that if anyone is in the shaft the engineman must not leave the handles of his engine.

Mr. Moody - I have repeatedly told them not to leave the engine. There is always plenty of assistance to hand.

Luke Varley, engineman, re-examined - I have some rules which Mr. Moody gave me, but I cannot read. He never read them over to me. I have never got anyone to read them for me. I have only had them a fortnight.

Mr. Hedley: Did you know that there is a rule that you are not to leave your engine?

Witness - No, I did not. I did the same as the other enginemen. Mr. Moody never told me not to leave it.

Mr. Hedley - It is astonishing that you should have been an engineman for fourteen years and not know that rule?

Witness - I can have as good a character as any man in the world from Mr. Barrow's works.

The Coroner - That is not the question.

Mr. Hedley - If you had been at your engine you could have checked it immediately.

Witness - I have left the engine when Mr. Moody has been on the cage.

Mr. Hedley - There has been a want of discipline at this pit. So many persons going up and down shafts it is imperative that the greatest care should be taken

Witness - When I was at Mr. Barrow's, I had no occasion to leave the engine.

Mr. Hedley - The engines at Mr. Barrow's pits are double engines and you have no trouble there. I wish all the collieries had double engines.

The Coroner - Now, is it true that what this man (the engineman) had said - that he has only had the rules a fortnight?

Mr. Moody - He has had them longer than that. Shortly after he commenced working I gave him a copy of the rules of this colliery, and he signed the book. If the men cannot read I tell them to get someone to read them for them.

Mr. Hedley - The engineman's rules are the same all over the four counties. Did you ask this man if he could read?

Mr. Moody - I cannot answer to that.

The Coroner - Did you read the rules to him?

Mr. Moody - No, Sir, I did not, I repeatedly cautioned him.

Luke Varley - You never have.

Mr. Moody - Did I not caution you a fortnight ago.

Luke Varley - You said you could not blame me.

A Juryman thought that rules might have been read over to him if he could not read himself.

Mr. Moody - It was the duty of the engineman to get someone to read them for him if he could not read them himself.

The Coroner - It is the duty of the principals to see that the men know the rules and understand them. A man gets a copy of the rules, it is left to a chapter of accidents whether he understands them or not.

Mr. Moody - One may assume that a man who has been a engine-tenter fourteen years knows the rules.

The Coroner - You don't render a man responsible to the rules, because you don't show that he understands them. Thus there is a break in the discipline of the pits rules.

Mr. Moody - But I generally tell them.

The coroner - You entrust the engineman with the responsibility of dealing with the lives of others, but you don't acquaint him with the rules.

Mr. Moody - I assume that the man who has been fourteen years an engine-tenter knows the rules.

The coroner - It is just that assumption that does the mischief. You should have ascertained the man's competency. It was your duty to see that the rules were brought to his knowledge.

Mr. Moody - I have repeatedly cautioned them.

The coroner - Now, don't slip the point. Here is an engineman uneducated, and you place him in a responsible position without bringing these rules to his knowledge.

Mr. Moody - I should think every man at the colliery ought to learn the rules for himself?

The coroner - I cannot argue that point with you.

Mr. Hedley - You leave the safety of all men in the hands of the engineman.

Mr. Moody - If I had had any reason to believe that he was not competent I should have questioned him about the rules.

The coroner - You are taking the reverse position. It should not be a matter of suspicion whether the man knew the rules, but you should have ascertained it.

Mr. Fenwick - Is it usual for manager's to read the rules over to the men?

Mr. Hedley - In a great number of instances it is, especially with enginemen.

The coroner - It becomes absolutely essential that you should be well satisfied yourself that every man understands the rules. I hope you will remember that.

Mr. Moody - There is not one man in ten, or twenty, that can read or write.

A Juryman remarked that when men were negligent he should fine them, touching their pockets affected them most.

Mr. Moody - If you touch their pockets they will bring you before the magistrates.

Mr. Hedley - If men disobey the rules you can bring them before the magistrates in a legal manner.

William Holt, of Whittington, underground bailiff - I heard the cage fall and asked what the matter was. I was standing by the pit-top. I heard the deceased shout as I was about to lower. Then I heard a rattle immediately after. I said to Luke, the engineman, "Where is David". He replied "I believe the chair has run". I went down the pit in ten minutes after the accident, and found him stood with one arm over the cage and his head down. I lifted his head but it dropped; his legs were fast and the chair was broken all to pieces. I had to tear his jacket out of the cage to get him out. I have been in this colliery about eighteen months. Deceased and myself were "???????" about two months since, and we were both on the cage when the cage became detached from the top, and the apparatus saved both of us. We got onto the top and put the rope on again. If the deceased's jacket had caught in the slides it would have stopped them from working.

John Thomas Calow, of Staveley - I am a safety cage manufacturer, and have made many safety cages which are working in different parts of the country. They are not of the same kind of grip as the one at West Staveley Colliery. That was one of the first I put in. My present apparatus is much simpler in the grip. I have taken out two patents - the last in March 1862. The company made the apparatus at West Staveley, but I superintended its construction and fixing. It is two years since last December that this apparatus that has failed was put in. It consists of an arrangement of gripping levers, which will arrest the cage in its descent, and a detaching apparatus to prevent overwinding.

Mr. Hedley - You state that the apparatus at West Staveley was the first patent. It is an effective patent?

Mr. Calow - I do not say that it is not an effective patent, because it has acted in ten cases of overwinding. I have simplified the apparatus considerably, and that is the reason why I have taken out a second patent. In the new apparatus the gripping motion is less likely to go out of order. The one at West Staveley is intended to stop it instantaneously, and that the reason why colliery engineers have objected to it on account of the "jerking".

Mr. Hedley - Now the new apparatus applies a gradual stopping? Suppose the chair was going down quickly and the rope broke, the stoppage would be gradual?

Mr. Calow - It would, Sir.

The Coroner - Have you seen this cage since the accident?

Mr Calow - I have, Sir.

The Coroner - And are you able to form any opinion that it was in order?

Mr. Calow - From what I have seen it was in order.

The Coroner - What would have been the effect of a man's jacket catching in the slide.

Mr. Calow - If it came in contact when the rope was detached, it would prevent the grippers locking and the cage would fall.

Mr. Hedley - In your second patent, would such an accident occur?

Mr. Calow - No, Sir, it is impossible, as the action is placed outside the plate fourteen inches deep and ?????? out of the way of the men. The cage was originally protected, but as the space was limited it was knocked off and knocked on again.

This being the whole of the evidence, the coroner said that he did not think that there was any case to attach criminal responsibility upon anyone.

The room was then cleared of all but the jury, and after a short deliberation a verdict of "Accidental Death" was returned. The jury attached no blame to the engine-tenter, because the manager had not made him acquainted with the rules. In the belief that the inquest would be held Monday, a deputation attended from Mr. Barrow's works to give the engineman a good character. The jury also thought that Mr. Moody ought to be censured for his neglect.

Mr. Moody was then reprimanded by the Coroner for his neglect.

Derbyshire Times.

Saturday 24th. January 1863.

Page 2 Col. 7

Derbyshire Iron and Mining.

The condition of the iron trade is somewhat languid, but its future prospects are encouraging, and generally it is in a sound commercial state. There have been less speculative purchases latterly than have ever been known in the previous history of the trade, and although the rates for the raw material have been exceedingly low, this has not had any material influence in fostering the speculative spirit. The demand for railway ironwork is brisk, and it would require a very considerable period to complete the orders now given out for armour plates. The steel trade is improving, and we have a better enquiry from the continent for all descriptions of cutlery. The returns to the Board of Trade show a great ????????? as regards exportation of steel to America. The value of the total exports of steel for the 11 months of 1862 was £744,246, and for the period in 1861 it was £656,531. The coal trade has shown ???????? improvement of late, and all collieries have in consequence been working full time. The demand for coal has been very active during the past fortnight and were it not for the stagnation existing in the manufacturing districts, occasioned by the cotton famine, the trade would be in a very flourishing state. The great drawback in the delay which is experienced in getting sufficient wagons, owing to their being detained in London, and other distant stations from South Yorkshire. The new coal-cutting machine is now at work in the West Ardsley Pit, near Leeds, bids fair to occasion a complete revolution in the coal trade. The machine itself, the invention of a working collier, is a most simple one, but it does its work admirably. There can be no doubt but that it will be adopted at most, if not all, of the large collieries. The recent accident at Clay Cross, by the overwinding of a cage, has drawn the attention of coal-owners to the absolute necessity which exists for fixing safety apparatus in all shafts in order to save life. A very excellence invention has been patented by Mr. J. Key Hampshire of the Whittington collieries, and it has been affixed to several pits with perfect ??????????. It can be seen in daily operation at the collieries and has prevented several fatalities. The Council of the School of Mines, Jermyn Street, London, have purchased the model, which was shown to the exhibition, and they have a very high opinion of its capabilities for the purposes of which it was designed. A meeting of the liquidators in the Milltown Mine, Ashover, which has just been wound up under the Joint Stock Act, was held last week, and, after the business had been concluded a new company was formed for the purpose of raising capital to put the mine in work ?????? again. The machinery has now been put in thorough repair, and it is intended to sink through the gritstone (?). The new company comprises several ???????? names, amongst whom we may mention Mr. ????????? Binns, the late chairman and manager of the extensive works at Clay Cross, Mr. William Howe, manager to the same Company, and most of the principal shareholders in the late concern. We hold that the new company will make good progress, and if they do not get plenty of ore it will not be for the want of capital, energy, enterprise.

Mr. Moody was then reprimanded by the Coroner for his neglect.

Derbyshire Times.

Saturday 24th. January 1863.

Page 2 Col. 7

Fatal Accident at Staveley.

On Wednesday last, the 21st. inst, an inquest was held at the ?????? Inn, Woodthorpe, Staveley, on the body of ????? Wilkinson, Seymour Terrace, coal-miner, aged ?? years, who died on Tuesday last from injuries received at work on the 2nd. inst, from a fall of bind at Seymour Pit.

Derbyshire Times.

Saturday 24th. January 1863.

Page 3 Col. 3

Collieries and Mines of Derbyshire.

There are 158 collieries in Derbyshire, and those have produced the following amount of coal:

Sold -	3,617,000 tons.
Consumed at Ironworks -	670,000 tons.
Consumed at Limeworks -	70,000 tons.
Consumed at Collieries -	90,000 tons.
Grand Total -	4,447,000 tons.

The development of this mineral field is rapidly extending: and many large collieries are being established, and the Midland Railway Company are aiding in this, by forming mineral branch lines into undeveloped districts.

Method of Extracting Coal and Ironstone.

The coal and ironstone of Derbyshire and the Midland counties are worked the long-wall system - the whole of the mineral is extracted in one operation. The roads are formed through the waste, or goaf (the part where the mineral is extracted), to convey the mineral from where it is worked to the shaft. These roads are formed by building substantial pillars, or walls, on each side, from four to eight feet apart, of the rock, or bind, found in the mine. The strata upon these pillars subside for some time after the mineral is extracted, which consolidates them, but reduces the height of the road, and this has to be maintained by blasting down the roof from time to time. Where the strata has become consolidated, the road through the waste, or goaf, forms a more permanent road than coal would in the Derbyshire coal strata. This system of working coal is general in Derbyshire, Shropshire and Scotland; but it is also adopted in Nottinghamshire, Leicestershire, Warwickshire and Somersetshire coalfields.

The coal and ironstone of other fields than those I have mentioned are worked by the pillar- and-stall system - by extracting from a quarter to half the mineral at the first operation making and maintaining roads in the coal for the conveyance of the minerals; and, by a subsequent working, removing the coal before left. The long-wall system, where it can be applied, is, in many respects, more economical and simple than the pillar-and-stall; the mineral is got out with less waste; and the ventilation is effected by simpler arrangements. The hard and tough character of the Derbyshire coal- seams may have suggested this scheme of working, as it saves much labour, which, in working by pillar-and-stall is considerable. A greater proportion of large coal is produced by the long-wall system in Derbyshire than would be by the pillar-and-stall; and it is desirable to produce as much of this kind as possible, for the small coal of most of the Derbyshire seams will not coke: hence the small made in the mine is left behind, and amounts to several hundred thousand tons annually. This is to be regretted, as there is only a limited local consumption for the small coal, sacrifice must be made. In Lancashire, where there is a large local demand for small coal, for engine purposes, it is brought out of the mine. The Derbyshire miners are generally good workmen, and would bear favourable comparison in intelligence with mines of other coalfields. Unlike the colliers of other districts, they seldom leave their own county to seek work.

The total make of pig-iron, in Derbyshire in 1861 was 129,715 tons.

Where care is taken in using the best materials of the Derbyshire coalfield, the manufactured iron will bear comparison for quality with iron from any part of the kingdom for plates and sheets. The superior kind as required by government in the manufacture of armour plates and Armstrong guns is made from Derbyshire hot and cold blast pigs.

The increasing demand for first class wrought iron, has directed the attention of Derbyshire ironmasters to the make of cold blast iron (which had not been in demand until the last two years) but four furnaces are now making this kind of iron in our county. For many years the demand has been for cheap iron; but experience has taught many large consumers the fatal consequences of using an inferior quality.

Lead is the most abundant metallic mineral in Derbyshire, and copper and zinc ores are found associated with it. The celebrated Ecton Mine, on the borders of Staffordshire, near Hartington, is an exception; several hundred thousand pounds worth of copper ore have been extracted from what was in fact a copper mine. This success has since induced many speculators to expend large sums in searching for copper, but without reward. The Ribden Mine, near Alton Towers, was many years ago opened for copper, and from time to time small quantities have been raised, but if it had been gold instead of copper it would scarcely have paid the outlay. Yet fresh sanguine adventurers have from time to time taken up the search in the hope of discovering another Ecton deposit. At the present time some gentlemen are contemplating further explorations, although it has recently been abandoned by a company. This is a type of many other adventures after copper. In Australia where there are the largest copper ore deposits in the world, the ore is found in a mountain of Carboniferous Limestone formation, the same formation as our Derbyshire limestone.

Derbyshire Red Book.

Derbyshire Times.

Saturday 24th. January 1863.

Page 3 Col. 3

Sixty Men and Boys imprisoned in a Coal Pit.

Messrs. Mercer and Evans' High Brook Colliery situated in Park Lane, Ashton, near Wigan, seems fated to cause its proprietors very serious loss. It is only a short time ago since the coal of one of the seams worked at the colliery was set on fire by the firing of a shot, it was found impossible to check the destruction of property till a few weeks ago. Coal getting had not been commenced more than a fortnight, and the pit was just getting into working order when another accident, not likely to check the labours of the men employed for very long, but one which will cause considerable loss to the proprietor, has occurred. On Thursday morning the usual number of hands, between fifty and sixty, accompanied by several labourers, making the total number about sixty, descended as usual, to commence working in the Five Foot Mine. They had not been at work long when one of the joints in the crank end of the piston gave way, when the engine was winding. Fortunately neither men nor coals were in the cages at the time and thus although the rope was immediately uncoiled from the drum, and the descending cage precipitated to the bottom, no serious injury was done. A new casting was, of course, requisite, and this was obtained in the course of the day, a small windlass being fitted up and the men supplied with provisions. All preparations having been made to bring the men out of the shaft, an attempt was made to start the engine, but it was discovered that the first fracture had caused a second and much more serious one, the piston being broken and a new one rendered necessary. Immediate orders were given for the making of this, and the men were informed that they would have to bear this imprisonment a little longer. The piston was expected at the colliery on Friday night when the wives and children of the men, who, as may be supposed, had been somewhat anxious, hoping again to see their husbands and fathers. The men appeared to bear their captivity very well; and, indeed, it would be singular if they did not, for Mr. Mercer has not only been unremitting in his exertions to forward the repair of the engine, but, with his accustomed liberality, has sent provisions in abundance down the shaft, as well as tobacco, newspapers, and many little things which may make the men contented. On Thursday evening the imprisoned held a concert, and one of the missives to the world above informed those waiting that Jim Derbyshire had just given "The Lively Flea". The pit is between 250 and 300 yards deep, and we understand it would have been possible to erect an apparatus by which the men could have been raised somewhat earlier than they will be at present, but at some little risk attends the plan, as many of those immured are boys whose carefulness could not be depended on, Mr. Mercer wisely decided to await the replacing of the piston.

Manchester Examiner.

The hope expressed on Friday afternoon that the sixty colliers imprisoned in Messrs. Mercer and Evans' High Brook Colliery, Ashton, near Wigan, by the breaking of the piston of the engine, to be liberated before night was not completely realised but the statements were not far from correct, as before noon on Saturday, all the men were with their wives and families. Several unavoidable delays took place in the preparation of the piston, and it was not till eight o'clock on Saturday morning that it reached the colliery. So complete were the arrangements there that in another hour all was thought to be ready for working, but the ill-fortune which has so long attended the proprietor had not yet deserted him. Some little thing in the cylinder was now found to be out of order, and another delay of a couple of hours was occasioned. About a quarter to eleven, all being at last in proper trim the engine was set in motion, and the cage descended and then ascended the shaft, to make sure that all was right. When it reached the surface, Mr.

Mercer entered accompanied by his underlooker, and in a few seconds they were receiving the hearty welcomes of those who had been so long imprisoned. By twenty minutes past eleven o'clock the whole of the men and boys had been brought to the surface, some a little dazzled by the broad daylight, and ?????? with faces that seemed remarkably grim even ?????? the colliers on the bank. The wives and children of some of the men were present on the brow, as well as a number of friends of the men who heartily congratulated them as they reached the surface. About half past eleven, when all were up, the party assembled at the shaft, and led by two or three who possessed vocal talents, The Old Hundredth Psalm, "All that on Earth do dwell", was sung with hearts no doubt thankful for their deliverance. Nor was Mr. Mercer forgotten, warm cheers being given him, after which the men proceeded home.

Derbyshire Times.

Saturday 24th. January 1863.

Page 3 Col. 4

Letter - Colliers and Managers.

Sir,

Please to allow me to correct an error which appeared in the "Derbyshire Times" of Saturday last. The statement was, that William Buxton charged William Millward, Henry Millward, James Slater, George Keen and Joseph Rainbow with leaving work on the 13th. inst. they did not go to work as the last two mentioned slept an hour too long and did not go into work that day. A warrant was served on them the same night, and they were marched to Chesterfield through the heavy rain and put in the lock-up until the next day, and remained in custody until one o'clock, when they were taken before G. Heathcote Esq. William Buxton had been favourable towards them and not wishing to press the case, Mr. Heathcote ordered that they should pay 8-6d. each and return to their work, or 21 days imprisonment.

Yours Respectfully,
A Workman of Staveley.

[It is a matter of deep regret that so much of a collier's hard earned money should be spent in magisterial expenses. Managers should be slow to prosecute, except in flagrant cases. We would advise every collier before signing a contract to know what he is signing. - Ed. D.T.].

Derbyshire Times.

Saturday 24th. January 1863.

Page 3 Col. 6

The Colliery Calamity at Worsborough Dale.

After more than a month of tedious expectation, the operation of flooding Edmunds Main Colliery is at length completed. The explosion, it will be recollected, occurred on the 8th. of December, and on the Thursday following a stream of water commenced to flow into the mine. About a fortnight ago means were taken to increase the stream and deepening the trench nearly double the former supply was obtained. At 10 o'clock on Friday morning the pit was full, the water having reached the roof on both sides, but not being quite up to the roof of the arch at the bottom of the downcast shaft. Upwards of a month has thus been occupied in flooding this vast mine. On Friday afternoon a consultation of several eminent engineers took place at the colliery offices, the object being to decide upon the future course of operations. Mr. Morton, a Government Inspector of Mines; Mr. Mitchell, the Managing Partner; Mr. Brown, Mining Engineer, Barnsley; Mr. Woodhouse, of Derby, were present. The statement of the condition of the mine, as far as could be ascertained, was laid before them, and it was ultimately resolved to allow the water to flow into the mine till it had filled up the shaft for some feet above the arch, and then, after waiting a day or two, to make assurance doubly sure, to commence pumping out the mine. There can be no doubt that this operation will occupy several months. It is estimated that there are twenty five acres under water, and, as the pumps do not extend beyond the top of the "Engine Plane", the water in the extensive "Dip Boards" will have to be got out by a laborious process. The gentleman who are charged with the operations of recovering the bodies are expect to find many of the miners in the first "half-way", which is a considerable distance down the Engine Plane. Every available means will be employed to empty the mine as soon as possible, but the most sanguine do not anticipate that the bodies will be recovered in less than two or three months.

Derbyshire Times.

Saturday 31st. January 1863.

Page 2 Col. 1

Advert - Robert Bramwell - Coal Merchant.

Robert Bramwell, Coal Merchant, Hassop Station, near Bakewell.

Is supplying an excellent coal.

Terms, Cash.

All orders by post punctually attended to.

Derbyshire Times.

Saturday 31st. January 1863.

Page 3 Col. 2

Important Colliery Case - Breach of Special Rules.

Two colliers, named William Hobson, and Samuel Cupit, were charged with a breach of the special colliery rules at Mr. Barrow's works at Staveley. The case is one of great importance to colliers generally Mr. Cutts defended the prisoners Joseph Hardy said that he worked at the Speedwell Colliery, Staveley. On Friday last the defendants passed him while he was at work. He asked them where they were going but they made no reply. When he saw them going up the "Wind way" he told them they must not go there, as there was a fire board up. They had naked lights each, and were going in the direction of the Seymour Pit, (the two pits have underground communication). He knew it was dangerous to go where they were going with those lights, that no being the proper road into the other pit..... Joseph Davies was working in the Seymour Pit near a passage leading into the Speedwell Pit. There was a fire board near him, the passage being dangerous. Saw defendants coming along the passage with a naked light. They must have passed three fire boards before reaching witness. Witness said, "Whatever brings you here with that light" and ran to them and extinguished it. Cupit used bad language to witness, and said that he would not go in the dark. Witness said that he should not bring the light in there. A boy who accompanied defendants confirmed this evidence. Mr. Martyn Seymour, manager of the Staveley Works, said that the danger signal, according to the rules, meant positively that no man should pass with or without a lamp. On the day previous he had visited this passage and was obliged to go back from the accumulation of gas. It was a place of extreme danger without great care. The man ought to have gone on the main road, which would have brought them out at the same point. Men were placed to admit the men into the Seymour Pit at the proper place. It was very likely that the men might have been killed by the carbonic acid gas if they had gone without lights. The reason the men had gone into Seymour Pit was because the engine of the Speedwell Pit had broken down. There was a great danger of an explosion from the conduct of the defendants in carrying a naked light along that wind-road. Mr. Cutts addressed the Bench for the defendants, sentenced to fourteen days imprisonment, each with hard labour.

Derbyshire Times.

Saturday 31st. January 1863.

Page 3 Col. 6

No Headline.

The recent accident at Clay Cross, by the overwinding of a cage, has drawn the attention of coalmasters to the absolute necessity which exists for fixing safety apparatus in all shafts, in order to save life. A very excellent invention has been patented by Mr. J. Kaye Hampshire, of the Whittington Collieries, and it has been affixed to several pits with perfect success. It can be seen in daily operation at the colliery, and has prevented several fatalities. The Council of the School of Mines, in Jermyn Street, London, have purchased the model, which was shown in the Exhibition, and they have a very high opinion of its capabilities for the purposes for which it was designed.

Derbyshire Times.

Saturday 31st. January 1863.

Page 3 Col. 7

The Fatal Accident at the Grange Colliery.

An Inquest was held on Saturday afternoon, at the Sir Colin Campbell Inn, Kimberworth, by Mr. J. Webster, Esq., coroner, touching the death of Joseph Taylor, aged 35, banksman, particulars of which appeared in our Saturday's edition. Deceased was employed at the Grange Colliery, and on Thursday morning last, when descending one of the silings(?) from the platform at the pit's mouth, his foot slipped and he fell to the ground, a distance of nearly eight feet, and in the fall his head doubled beneath his body, and it was some time before he could raise an alarm. The deceased was conveyed home, and medical assistance obtained, but he died a few hours after from injuries caused by the fall. The jury returned a verdict of "Accidental Death".