

# ADVENTURES IN COAL:

The beginnings of the  
coal mining firm of

**HENRY BRIGGS  
SON & Co.**

in Yorkshire  
c1826 to 1890

**PLEASE NOTE:**

by

**This is just a sample of the contents, scanned from a copy**

**JOHN GOODCHILD, M.Univ.**



A  
MONOGRAPH  
OF THE  
NORTHERN MINE RESEARCH SOCIETY  
AUGUST 2000

# CONTENTS

INTRODUCTION	5
BEGINNINGS IN COAL	6
EXPANSION	20
ECONOMIC AND SOCIAL EXPERIMENTATION	36
DIVERSIFICATION	58
INNOVATION IN TECHNOLOGY AND ADMINISTRATION	68
COAL MARKETS AND USES	78
HOUSING AND SOCIAL ACTIVITIES	88
<b>FIGURES</b>	
1 Letter from Henry Briggs, 1840	9
2 Location Map	11
3 Note from Charles Morton, Whitwood Colliery, 1845	29
4 Time-line of the Briggs Collieries	32
5 'Colliers Wanted' Spoof recruitment notice, 1863	38
6 Seam sections - Whitwood Colliery	39
7 Seam sections - Normanton Common Colliery	41
8 Shaft section- Whitwood Colliery	44
9 First report of the Directors of the limited liability company	51
10 Share certificate - Whitwood Collieries (Henry Briggs, Son & Co. Ltd), 1936	54
11 First report of the North of England Company	62
12 An early Henry Briggs coal account, 1849	80
13 Coal waggon label used in 1853	89
14 Coal account, 1853	92
<b>PLATES</b>	
I Henry Briggs and his wife Marianne (née Milnes)	6
II Henry Curren Briggs	15
III Dom Pedro Pit	26
IV Whitwood: Common Row, c.1914-18	28
V Whitwood Colliery, Speedwell Yard, c.1870	57
VI Archibald Briggs	61
VII Methley Junction Colliery (Henry Briggs, Son & Co.)	73
VIII Whitwood Colliery, Speedwell Yard, c.1900	77

## BEGINNINGS IN COAL

Henry Briggs was born at Ward's End in the township of Halifax in August 1797. He was the third and youngest son (of six children) of the first marriage of Rawdon Briggs of Halifax (1758-1835), a Hull man who was an incomer to Halifax and who was in the woollen industry before becoming prominent in local banking affairs, in which latter business he was succeeded by his two elder sons. Henry's mother, who died just before he was five, was a member of the Curren family of Skipton, and his father was a partner in the firm of Curren, Briggs & Co. of Luddenden Foot near Halifax, woollen yarn and carpet manufacturers, which firm Henry joined in 1816.

Henry Briggs married in June 1824. His wife was Marianne, the younger daughter and co-heiress of the colliery owner James Milnes of Flockton Manor House near Wakefield, who had died in 1803. Briggs continued to live at Blackwood in Sowerby near Halifax, however, until about 1825, when he removed to Overton Lodge, close to his wife's mother and family at Flockton Manor House.<sup>1</sup> In 1815 his wife's elder sister Margaret had married William Stansfeld, one of whose own brothers had married Henry Briggs's



PLATE I *Henry Briggs and his wife Marianne (née Milnes).*

sister. Like the Briggses, the Stansfelds were Unitarians. Three of the Stansfeld brothers of Leeds, Thomas Wolrich (1779-1853), Henry (1795-1829) and Hamer (1797-1865), were by April 1823 partners with Henry Briggs in the firm of Stansfeld, Briggs & Stansfeld, cloth merchants of Leeds. The firm at that time wanted to establish an agency in London in lieu of doing their business through various dealers there. Mr Stansfeld was quoted as saying that his brothers and Mr Briggs were wealthy men, very prudent

in business, while William Aldam senior, another Leeds cloth merchant, when asked for his opinion in confidence, described the Stansfeld partners as of "*an old & respectable family in Leeds ... Briggs their partner was lately taken in being the son of a Banker at Halifax of great respectability*". Some doubts were, however, cast upon the capacity of the capital available to the firm which also had a branch, as Stansfeld, Briggs and Carbott, in Hamburg in relation to the business done, and the difficulties of the mid-1820s led to the firm's collapse, a commission in bankruptcy being issued against the partnership in April 1826. In his will Henry Briggs alluded to this collapse as "*one of the most painful circumstances of my life*", although he was able to weather the storm with a payment of £2635 19s 4d from the marriage settlement - to which incidentally he had brought nothing himself - and in 1828 his own two brothers, the bankers, bought back his interest in the marriage settlement property for £1500 from the assignees. Mrs Briggs's portion had been worth some £12,000.

In April 1823, over a year before his marriage, Henry Briggs had been described as being the owner of a colliery near Halifax which was worth nearly £6000, but of this concern nothing is known, although the experience provided by its management would no doubt be useful in later years. Subsequent to his firm's bankruptcy, Briggs removed to live at Overton Lodge to take an active part in the colliery business which had for some years been run as Milnes & Stansfeld and to which he had himself been admitted as a partner in the month before his marriage.

There must have been considerable perturbation in the families at Flockton Manor House and at Blackwood when, in the year following Henry Briggs's marriage, his wife's eccentric and ageing uncle, Richard Milnes junior, then living at the gaunt but handsome (and still standing) Netherton Hall, published his autobiographical and miscellaneous book, "*The Warning Voice of a Hermit Abroad, who has been compelled to write in his justification, and he hopes for the good of mankind, under the protecting hand of Divine Providence, (for which he can never be thankful enough), through a long and tedious passage, of the most Imminent Perils and Dangers of being extinguished, and sent to his grave*", in 1825. Apart from the breathless length of its title, the work was curious in a number of respects, the one which most concerned the family being the section of the autobiographical portion of the compilation which castigates James Milnes and his wife, the new Mrs Briggs's father and mother. Old Richard Milnes died at Netherton Hall only a few years later, in 1832, at the age of eighty one. His book had outlined something of how the Milnes family had come to be engaged in coalmining and something of how the new Mrs Briggs's father had come to take over the colliery's ownership and running from his brothers, in dubious circumstances. The story is augmented from original sources and in outline is as follows.

## EXPANSION

The first lease of coal at Whitwood was signed on December 1st 1841, although judging from the situation elsewhere and from the date of commencement of the Whitwood lease, both borings and a trial sinking would probably have already been made to prove the coal to be of workable thickness and quality. The lease was from the Earl of Mexborough, whose country house was at nearby Methley Hall, to Henry Briggs of Overton, described as being an esquire, and to Charles Morton of Normanton, "*Coal Merchant*". It was of the Shale, Main (= Stanley Main) and an upper seam some 20 yards above the Shale, under some 404½ acres of ancient enclosure and some 181 acres of allotments from the common in Whitwood, with ways from the mine to the nearby York and North Midland Railway and to the Aire and Calder Navigation, for 21 years from October 5th 1840. The rent was on an increasing sliding scale, rising to a minimum of £1050 in the 8th to 14th years and then to £1200 for five acres minimum worked in any year. Acreage rents for coal worked beyond the annual 5½ acres were on a sliding scale which again rose to £145 an acre for the Main Coal and £95 for the Shale. No rent was specified for the first year - what coal was worked then was to be taken with that worked subsequently - and power was given to erect and work lime kilns, cottages and coke ovens. Surface land injured, with compensation set at £4 per acre per annum, was to be restored from time to time, or charged at £100 an acre. Briggs and Morton had already built twelve cottages and the cost of them was to be allowed by the Earl from the rent. The lessor, the 3rd Earl of Mexborough, had a home which was upwind of the site of the new colliery, but he was in considerable need of the coal rents as the erstwhile Fenton rents from coal at Methley ceased about this time, the materials of the colliery being advertised for sale in 1843. The third Earl, who "*reigned*" from 1830 until 1860, was for some years one of the MPs for Pontefract. He was also Provincial Grand Master of the Freemasons in the West Riding for several decades, but he left only a modest sum when he died and Methley Park was let in his successor's time.

A renewal Mexborough lease was signed in July 1859 to Henry and Harry Briggs, and allowed both the working of the remaining Stanley Main coal and the carriage of 'foreign' or non-Mexborough coal through the shafts, for 17 years from October 5th 1861, at a minimum rent of £900 a year. The Mexborough Stanley Main coal was to be charged at £145 an acre and the foreign coal was to pay £100 for each five acres until all Mexborough coal was exhausted, when it would become £200 for 10 acres each year. Several areas of coal had already been leased to the partners. Early in the following year, Mexborough leased the Lofthouse or Haigh Moor seam, the Warren House coal and the Stanley Main remaining under some 789½ acres in Methley to Henry and Harry Briggs, J.F. Tonge and William Briggs, with liberty to erect and use coke ovens and lime kilns, and build railways to the Aire & Calder Navigation, the Midland Railway, the York and North Midland Railway and the Great Northern Railway, for 21 years from October 1st

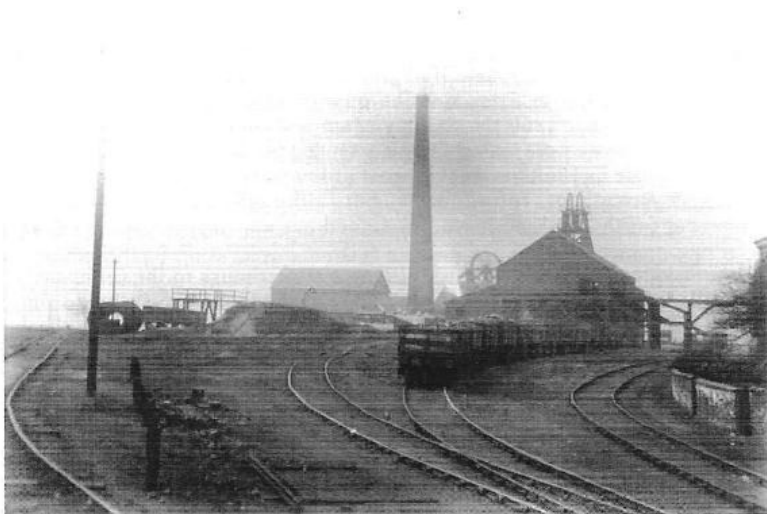


PLATE III *Dom Pedro Pit, abandoned May 1905.*

and which were, even if of an equivalent or even better quality, more expensive to open out, had to be worked. As the areas once worked and still working expanded in size, so the number of mineral owners multiplied and there were increased difficulties in regard to underground wayleaves for the 'foreign' coal carried through one owner's space below ground, frequently to be finally drawn through shafts sunk in yet another owner's estate, and there were of course the continuing difficulties caused by subsidence in areas where thick seams were being worked and where the surface, largely as a result of coal exploitation, was becoming more densely settled with new dwellings and ancillary buildings.

The new Common Pits, lying alongside the Normanton and Castleford road at Whitwood, had been sunk by 1857 and later a long row of good-quality, colliers' cottages, somewhat ambiguously known as the Common Row, was built close to them. The Common Pits had only a short life and the shafts, which were covered until around 1970, have since been filled and fenced. The cottages survived until the early 1970s. A branch railway was built to connect with the Common Pits and later with Good Hope and ultimately with Don Pedro. In the early 1880s, this railway was to have an end-on junction with the new Snydale Branches of the Midland Railway, providing a new connection to the Midland main line, and it was opened in 1885. In the 1860s the firm was stated to rent coal staiths on the North Eastern Railway (of which the York & North Midland, running past the first old Whitwood Colliery, had become a constituent member in 1854) at the majority of that system's extensive number of stations, and to send coal 'abroad', shipments being made at Hull and at Goole. The Western European markets were

opening in this period as internal industrialisation there was insufficiently provided with native coal, and the Yorkshire coalfield was a major provider of the coal required. More locally, the partners spent £3700 in 1861 in purchasing land alongside the river Aire in Aire Street in Leeds for the purpose of selling coal. John Atkinson, coal merchant, was their agent there in 1864, and part of the freehold was sold in 1868. Negotiations for taking a coal sales office in Bradford was underway in 1873. Occasional references to defaulting coal merchants in the 1860s illustrate something of the spread of customers, with Pontefract, Market Weighton, Snaith, Great Luddington, Cowick and Amsterdam being mentioned.

A further lease was taken from the Rev. G.K. Holdsworth for the coal under his Snyderdale estate in January 1858, and the firm's lawyers' accounts show that many other smaller coal royalties were being taken from that time forward. The first large undertaking of the new public company was the sinking of a new colliery at Good Hope, Normanton Common, about half a mile to the south of Whitwood. In August 1867 the local newspaper reported that the Company had just finished fitting-up the new colliery and that 62 cottages had been built for the workmen there. In the succeeding year, a further 106 cottages were built. Part of the new labour force was Irish, and resulted in the establishment of Normanton's first Roman Catholic church. During the building of cottages at West Riding Terrace in 1876 (by Mr Webster, as contractor), however, a feud between the English and Irish colliers resulted in a death and a verdict of manslaughter being returned at an inquest held at the Huntsman Inn, which adjoined the new cottages. The firm built an infants' school here, at a cost of £360. An extra locomotive was purchased for working the new connecting railway, which remained in place until the middle of 1969, but Good Hope was worked for only a short period, and was abandoned in 1887. By August 1867 the company owned three locomotives, 550 waggons, 87 chaldren waggons (for internal use), together with 20 stationary engines, two of which were underground.

Coal even further to the south, at Loscoe in the township of Ackton, was sunk to in the early 1870s. The Company's report for the half year ending June 1871 says that the winding engines and temporary pumping apparatus at the Loscoe new winning had been completed, temporary pumps had been erected, and the sinking of the shafts resumed, and it was hoped that the Stanley Main coal, already paid for, would be reached within the next twelve months. As we have seen, in the August of 1871, the Briggs' collieries were visited by Dom Pedro II, Emperor of Brazil from 1831 until his abdication in 1889, and his Empress, who arrived at Normanton Station at 8.15 a.m. and left at 3p.m. Archibald Briggs had become acquainted with the Emperor when travelling in Brazil with his sickly wife and he was also joint owner of some extensive ironworks there. The Emperor and his wife were visiting a number of the most modern industrial installations in England and they were shown over the collieries by Archibald Briggs, who was then managing director. A special train took the party up a new branch line to

## ECONOMIC AND SOCIAL EXPERIMENTATION

In the 1850s and 1860s the firm first became involved with a major question which still exercises our capitalist society to a marked degree. Simply stated, the question is that of who is the master. Is it the capitalist or the organised labour force? Henry Briggs was a master born. A radical in religion, but a staid Liberal in politics, he was obviously much exercised in mind - as well as being affected financially - by the rise of colliers' trades unionism. Sometimes his actions were nothing less than cruel as he attempted to prevent the spread of miners' unionism, as, for example, when he ejected 41 colliers and their families from their cottages at Methley Junction in October 1862. A number of other cases of bad feeling also occurred in the early 1860s.

Rules for the Whitwood and Fairies Hill Collieries had been published in 1856 under the provisions of the Coal Mines Act of 1855, and had been printed by George Horridge, the Wakefield Unitarian printer. This was a legal procedure, but it is interesting to note the required payment of two pence per week towards "*the Accident Fund*", of which the owners were treasurers and for which the workmen were to appoint two of their number to audit the accounts twice yearly. Further rules were printed in 1861 to cover the running of both Whitwood and Methley Junction Collieries. A manuscript set of colliery byelaws of 1857 provide for the surface men working daily from 6 a.m. to 5 p.m. (Saturdays 6 a.m. to 4 p.m.), with one hour for breakfast and lunch. By 1857 prosecutions for leaving work without notice were being dealt with at the Petty Sessions, and in March 1858 the firm's lawyers were advising H.C. Briggs concerning an anticipated strike in consequence of a proposed reduction in the colliers' wages. A few months later, the lawyers advised the firm "*to summon the Ringleaders & you did so*". The pit concerned, the Common Pit (and this is the first reference to it), had been standing from April 2nd to April 13th 1858, owing to a strike.

Three legal cases between 1862 and 1863 show something of how the workforce was organised. By 1862 the men had their own check-weighman, David Frudd, a chimney sweep turned collier, who lived in Castleford. Documents in the case refer to Henry Briggs and to Harry Briggs, also known as H.C Briggs. In that year the boys who were hurrying (i.e. pushing tubs) were still employed in gangs of four or six, being paid on output (10d a dozen) on Saturdays. The boys divided the money between them at the Robin Hood public house. One boy, who was weak and did not hurry uphill, did not receive as much as the others. The firm's cashier stated that he had paid out nearly £80,000 in weekly wages during the four years he had then held that position. In 1863 an interesting case occurs which refers to a collier, who came from Lancashire and who had agitated for a strike, being given notice, with the nominal two weeks' notice on either side being neglected. He had "*laked*" for twelve months at the Union's expense, but had previously been paid 1s 10d per ton of coal sent to the pit top. The usual earnings were about 4s 6d a day and he provided his own tools.



## DIVERSIFICATION

Henry (Harry) Currer Briggs got his middle name from his paternal grandmother and this name, coupled with Briggs, continued thereafter in his family. He was the elder of his parents surviving sons (the second son, William, having died "*of the croup*" in childhood) and was born at Overton in March 1829. He was christened by the Unitarian minister at Wakefield in May that year, the baptism being registered at Westgate Chapel and at Dr William's Library in London. Like his father, Harry was to have an adventurous business life. He was educated at Worksop and by a private tutor at home, and, at the age of twenty five, he married Catherine, daughter of Edward Shepherd, Master of the West Riding House of Correction at Wakefield (or, in modern parlance, Governor of Wakefield Prison), his father settling £2000 on him. The Shepherds were an interesting family, having been Governors of prisons through four generations, and the new Mrs Briggs's father was a man of reforming tendencies in regard to the office which he held at Wakefield from 1832 to 1865, when he retired. H.C. Briggs went into partnership with his father in 1849, and he and his wife lived with his parents at Outwood Hall after their marriage until 1863 when Briggs moved to Dundee, where a partnership trading as Thompson, Shepherd and Briggs set up as "*large jute spinners*" at the Seafield Works, and the family moved to live at Fernbrae, one of Dundee's mansions. The father-in-law, Edward Shepherd, was responsible for setting up a coco-fibre mat-making manufactory at Wakefield Prison in lieu of the prisoners' previous occupation of oakum-picking (pulling apart old ropes) and he was noted for being concerned with the establishment of industrial homes for ex-prisoners. A manufactory of mats and matting set up at Thornes Wharf in Wakefield was associated with Edward Shepherd's philanthropic interests and run by his son, Walter, and his son-in-law, H.C. Briggs, for a short period until 1862. Early in that year the fine new power loom factory and two small mills forming the Seafield Works in Dundee, owned and run by John Thomson and employing some 2000 hands and manufacturing mats, matting and carpets, closed on the owner's failure, but in the June the business reopened, with Shepherd and Briggs joining Thomson in partnership and taking an active concern in the running of the business. It is possible that the connection between the Wakefield and the Dundee businesses had originated with John Thomson's father's patent of a method of weaving jute carpets and coconut matting, as both works were concerned with those manufactures. Part of the capital required by Harry Briggs was provided by his father, by mortgaging Harry's colliery interest in 1862, and Harry Briggs went to live in Dundee in 1863, Walter Shepherd having preceded him. Like his parents, Briggs was a Unitarian, and he was among the number of English Unitarians recently settled in Dundee who were in part responsible for the revival of the Unitarian cause there in the 1860s. The business in Dundee was continued with Harry Briggs's personal presence until 1869. After Henry Briggs died at Fernbrae (now 329 Perth Road and a nursing home) in 1868, Harry succeeded him as chairman of the Company, an office he retained

## INNOVATION IN TECHNOLOGY AND ADMINISTRATION

Writing in 1862, Parkin Jeffcock, the mining engineer, commented that *“the ‘long wall’ system [of coal working] is being extended in the Yorkshire coalfield; and wherever it can be adopted it is to be recommended on account of the simplicity of arrangement both for working and ventilation, and as being the most economical method of getting the coal.”*

He goes on to report that the system used at Flockton, where, at least in 1849, the system of working the coal had been similar to that used at Whitwood, seems to be the *“Bank Work”* method, in which the coal was got in banks some 60 yards long without any intermediate pillars, as they became liable to heavy pressure, rendering the coal in them of little value. Jeffcock says that the bords or working roadways in *“Yorkshire bank work”* were cut against the face of the coal, transversely to its grain and following the rise of the coal, with a series of endings at right angles into the intervening coal which was then worked out, to leave only sufficient coal on each side of the bords to support the roof over them and to allow hence for getting coal out and maintaining ventilation.

The layout of any colliery obviously depended largely on the original area(s) of coal leased and on how the shafts were located and the underground workings laid out. The location of the successive shafts at Whitwood was on the upward end (the rise) of the coal, which was unusual - as it was usual to locate shafts at the downward end or dip, to allow water drainage.

By 1882, much unsaleable coal, presumably from the coal washery, was being produced by the Briggses, who then asked Lord Mexborough's agent about building a coking plant and using gas from it to fire the colliery's boilers. The agent, however, held out no hope of such an agreement being made, and the Briggses went ahead with work on non-Mexborough land to develop the chemical works and by-product plant at Normanton Common, under a separate company and jointly with another concern.

As with so many of the other larger coalmasters in the early 1870s, the Briggses were much interested in the possibility of mechanical coal-cutting by the use of undercutting machines. Rising wages, and hence costs, in a period of massive competition had encouraged both the invention and the adoption of such machines. In 1863 a number of local coalmasters, representing Foxholes and Altofts collieries, both adjoining the Briggses' royalty, and Kippax colliery, whose owner later in the decade developed St John's colliery at Newland, which also adjoined the Briggses' royalty, had been to see a Firth type of coal cutter at work at West Ardsley, although none of the Briggses went with them. Two years previously, the most successful of the early machines used regionally was patented by Donisthorpe, Firth & Ridley, the two former of whom were partners in a colliery at West Ardsley, where their machines were first used, powered by

## COAL MARKETS AND USES

The firm's decision to extend and regulate exports of their coal led to the establishment of a subordinate company, called the Yorkshire Coal & Steam Ship Company, Ltd, in 1873. Alexander Meek, a recently established coal merchant at Goole, agreed in 1871 to sell only Briggs' coal, at a commission of 2d a ton, in the town and port of Goole, and in January 1873 he and Archibald Briggs, together with J.S Bailey of Methley, joined in partnership in the steamship *Whitwood* and in the lease of 50 eight ton, standard gauge coal waggons, hired from the Railway Rolling Stock Co. Ltd. A prospectus was issued during 1873 for the establishment of the Yorkshire Coal & Steam Ship Co. Ltd, with a capital of £75,000 in £5 shares, which would buy out Alexander Meek & Partners as steamship owners for £11,250 in shares, and Meek's own coal exporting business for £1000. It was proposed to build another steamer, to carry some 600 tons and to extend the "*already valuable connection*" with Henry Briggs, Son & Company. In fact, a different method of financing was arranged, with the goodwill of the business, the ship and the lease of the waggons being assigned to Briggses in return for 500 'A' shares in their company, while the Briggses held shares numbers 1 to 350 inclusive in the Steam Ship Company, with A.C. Briggs as the managing director. Meek agreed to become the new company's manager for five years, entering into a bond in £2000 for his honesty, and sold his own coal and coke exporting and dealing business to the company as from January 1st 1874. The Yorkshire Company's vessels were specially built and strengthened in the bows to withstand the ice and rough weather on the Hamburg and Baltic routes, but it still suffered an early disaster with the grounding and subsequent wrecking of its fine new screw steamship *The Stanley Main*, built by the Goole Engineering & Shipbuilding Company. A court of inquiry held in 1876 found that the ship's master had been reckless, and suspended his licence for six months.

At Goole, the Yorkshire Company had its rivals. The Goole Shipping Co. Ltd had been established in 1864 and owned a considerable fleet, while the Humber Steam Shipping Co. also had a small fleet. The two minor companies, the Yorkshire and the Humber, were both absorbed by the Goole Co. in the 1890s, when the Briggs' market was well secured. The Goole Company itself was bought out by the Lancashire & Yorkshire Railway under its Act of August 1904. Latterly, the Yorkshire Company had seven vessels, built between 1877 and 1891 and of gross tonnages of from 750 to 1420. Two of these vessels survived until the 1930s. The Lancashire & Yorkshire Railway's sea trade from Goole was largely with Northern Europe, and that probably mirrors the principal markets served by Briggs' coals. Large quantities of coal were ultimately exported from Hull, too, and as the depression eased finally, the amounts of coal exported from Hull increased vastly. To the nearest 1000 tons, the Briggs' figures were as follows:-

## HOUSING AND SOCIAL ACTIVITY

The practice of building cottages for workpeople wherever land offered had been adopted by the partners in the 1850s and 1860s. For example, 12 cottages were built on one plot and 15 on another, some distance away, with both groups lying well away from any other houses.

A major difficulty in direct house building lay in the large amount of capital tied up for many years by that process. But a method of controlling a part of the housing stock which was needed by the Company, and without major investment in it on their part, was used before incorporation in 1865 as, in February 1864, Henry & H.C. Briggs had taken a lease of 24 houses at Whitwood, owned by Amos Cheesbrough, a Castleford shopkeeper. They owned other houses by purchase, as in the case of the village of Methley Junction, where, to judge from the longevity of the houses, a better quality of dwelling existed.

Something is known of one of the developments which provided housing for Briggs' workers via a system of leasing back cottages to the Company. This concerns the village built in the years 1873-4 with the name of Loscoe Grove, an ancient local name, incidentally, and not one derived from the Loscoe in Derbyshire, from which numbers of men came to work in this area. The site was conveyed to the Company in 1872 and then sold off to investors. The majority (at least) of the houses were built by Richard Tadman, who bought some 2½ acres at Loscoe from the Company in June 1872 for £939 5s 0d. He was a newly-established builder and contractor in Thornes Lane, Wakefield, where Tadman Street was to perpetuate his name, and for some years his building business and his Calder Steam Sawing, Planing & Moulding Mills flourished, although he got into financial difficulties in 1879. The scheme was comprised of 113 cottages, in eight rows, six of which were back to backs and the other two runs of 34 through and larger cottages, and upon completion the houses and the land on which they lay were conveyed to investor owners. For example, in March 1873 Tadman had received a deposit of £200 on £2530 for 22 houses at Loscoe from Mrs H.M. Simon of 3 Headingley Terrace, Leeds, the houses being "*now in the course of erection*", with the balance to be paid upon completion. Most of the houses were financed by their purchasers' taking out mortgages, and the occupations of the investors is interesting - a Darton mining engineer, a Whitwood miner, a Wakefield printer, a Normanton railway station agent, a Darton bookkeeper (no mortgage), a Dewsbury innkeeper, a Loscoe Grove shopkeeper, and a Wakefield boot and shoe dealer. Nine houses here at Loscoe Grove were leased by the Company for 21 years from 1874 from the Rev James Cleave, a United Methodist Free Church minister, who also owned houses at Streethouse, a nearby mining community, in 1873.