

# MEMOIRS

## 1964



Dickinson, J.M. 1964  
“The Appletreewick Lead Mining Company 1870 to 1872,  
Part 1 Mining and Miners”  
Memoirs No.1, NCMRS, pp.1-7

Published by the

THE NORTHERN CAVERN & MINE RESEARCH SOCIETY  
SKIPTON U.K.

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**THE APPLETREEWICK LEAD MINING COMPANY 1870 TO 1872.  
PART 1. MINING AND MINERS**

by

John M. Dickinson.

The Appletreewick Lead Mine is situated in the southern part of the mineral field which lies between Grassington and Pateley Bridge in the West Riding of Yorkshire. The main part of the mine (N.G.R. SE 054608) lies on the moors some three quarters of a mile north of the village of Appletreewick.

The mine worked eight veins in the limestone - Derby; Limekiln; Wellington; Napoleon; North; South; Summersgills and Stoney Nook and a flatting bed from the village Level.

The mine was originally worked to just over 25 fathoms depth but was subsequently deepened in the 1920's when it was reworked for a short period. The main workings were on the Derby Vein and it was said that twelve inches of solid lead ore were left showing in the sole of the Adit Level when the mine was first closed down in 1883.

The following notes relating to the activities of the Appletreewick Lead Mining Company have been compiled from the Company's receipt book for the years 1870 - 1872:-

**Top Level**

The accounts for the work carried out at this level start on the 6th. April 1870 when it is recorded that Nathias Pratt and Company worked for 78 days at 3/- per day, the nature of the work carried out not being stated.

Between June 4th. and September 3rd. 1870 John Broadly and Co. drove a. total distance of 28 fathoms at an average price of 60/- per fathom. After December 3rd. 1870 there is no further record in the papers of work being done at this level. The total drivage for the year 1870 in the Top Level was 32 fathoms 2 feet 6 inches this being carried out by Nathias Pratt and Company; John Broadly and Company; Joseph Rodwell and Company and David Carlyon and Partner.

**The 4 Fathom Level**

Work was carried out at this level between November 1870 and June 1871. From the accounts it is clear that the Vein at this point was practically worked out and that the miners were employed stoping out old pockets of ore. One isolated account is dated June 3rd. 1871 and reads:-

“Abraham Walton and Company, driving in stope, west above 4fm.stope. 10 fm @ 50/-.”

The total ore raised from the 4 Fathom Stopes between November 5th 1870 and February 4th. 1871 was 151 Bings 5cwts. 2 qrs.

### **The 15 Fathom Level.**

- November 5th. 1870 Abraham Walton and Company.  
Driving 15 fm Level crosscut 2fm.7inch. @ 130/-.
- September 2nd. 1871 Thomas Manuel.  
Driving crosscut mouth from 15fm Level to  
Wellington Vein 1fm. 3ft. 6inch. @ 120/-.
- February 3rd. 1872 Joseph Hawley and Company.  
Sinking sump from 15fm. Level to 20fm. Level @ 130/-.  
Stoping from 15fm. Level 5 fms @ 60/-.

The last entry of work at this level being March 2nd. 1872. This was for a sump which was put down for 2 fathoms.

### **Number 3 and 4 Sumps.**

The exact position of these two sumps is, at the present time unknown.

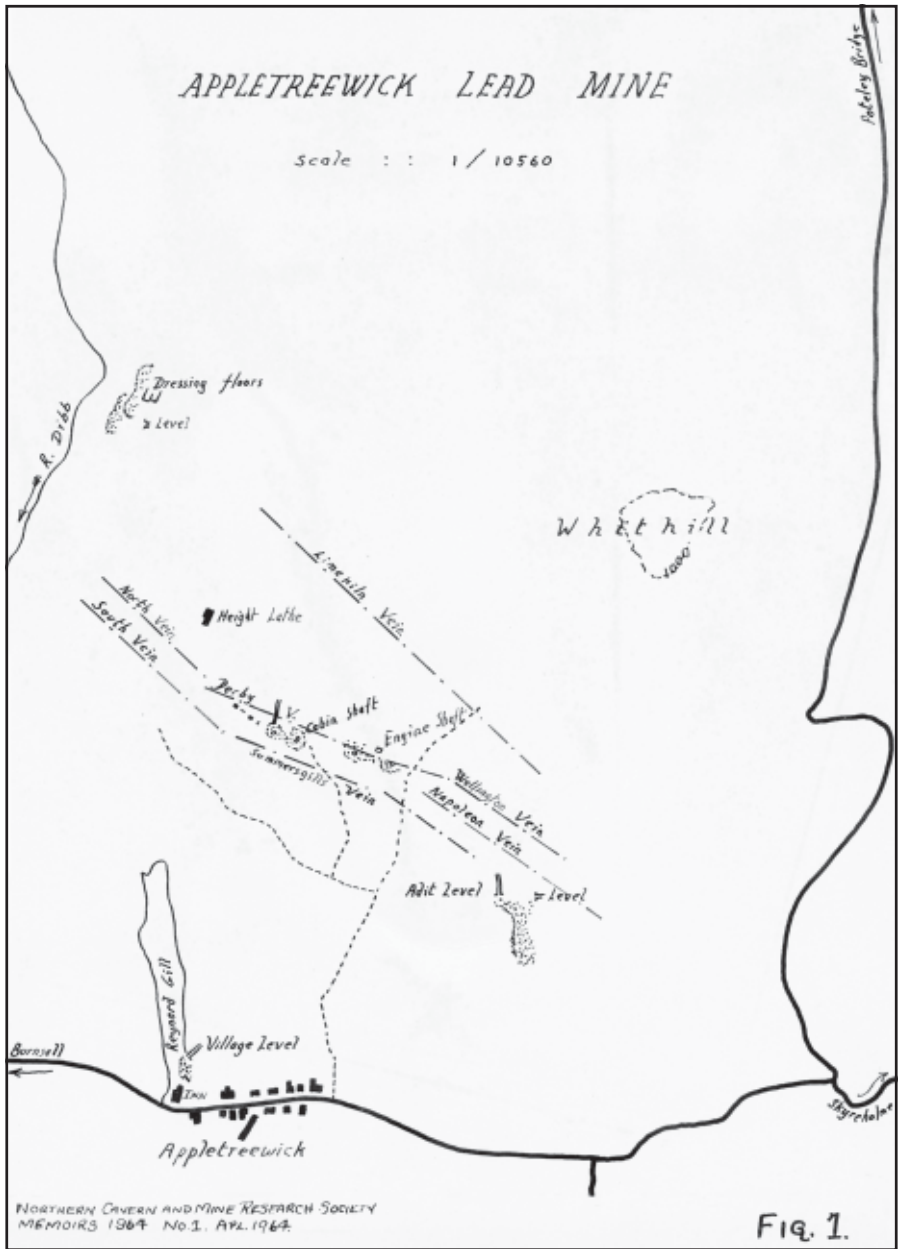
The first entry states that George Chalden and Company sunk No.3 Sump 2 fathoms 3 feet 6 inches at 100/- per fathom - this entry is dated July 1st. 1871.

On January 6th. 1872 20 tons of ore (this is the first entry showing the change from the Bing System to tons) were raised from east of Number 4 Sump and in February of the same year a further 20 tons 2 cwt 1 qr were raised from the same place.

### **The 20 Fathom Level.**

Work at this level is recorded between July 1871 and March 1872. A total drivage of 15fms.1 ft. 6 inches was made to the West on the vein at a cost of £83. 6. 8d. Much stoping was carried out at this time both above and below the level:-

- January 6th. 1872 Thomas Nowell and Company.  
Rising from 20fm.Level to 15 fm. Level -  
2fm. 5ft. 4inch. @ 110/-.  
12 days slipping side @ 3/-.
- September 2nd. 1872 Joseph Scadden and Company.  
Stoping 14fm.3ft.6inch above 20fm. Level @ 60/0d.
- February 3rd. 1872 John Clarke and Company.  
Rising from 20fm. level to New Discovery 4fm. @ 80/-.  
Driving in 20fm level @ 140/-.
- February 3rd. 1872 Mark Newbould and Company.  
Raising 5 ton.17 cwt. 56lbs. ore in 20 fm. level  
stopes @ 87/6d.
- January 6th. 1872 Mark Newbould and Company.  
Raising ore in stope below 20fm.level 4 tons @ 8/6d.



**The 25 Fathom Level.**

Receipts show a continuous working of this level from April 1870 to March 1872. The total drivage was 73 fathoms 1 foot 2 inches at a cost of £464. 11. 11d.

April 6th. 1870.	John Hawley and Company Driving 25fm level 1fm.3ft. @ 100/-. 8 days putting pulleys in rise @ 3/-.
April 6th. 1870	John Hardacre and Company. Raising 20 Bings. 2 qrs above 25fm. level @ 40/-, Timbering level roof for 4 days @ 3/-.
September 2nd 1871	Nathias Pratt and Company. Driving 4fm. 4ft. 3 inches. 25fm level West @ 90/-.
January 6th. 1872	Mathias Pratt and Company. Driving 25fm. level West 2fm. 4ft. @ 100/-. Crosscut to New Discovery in 25fm level. 1fm @ 90/-. 80 days sundry work at times when watered out £12.
February 3rd. 1872	Nathias Pratt and Company. Driving Crosscut in 25 fm level West @ 140/-, Boarding and repairing shaft. Laying rails in 25 fm level West. 78 days @ 3/-.
March 2nd. 1872.	Nathias Pratt and Company. Driving 25fm level West 3ft. @ 140/-. Driving 25fm level West 4fm. @ 145/-. Changing bucket and clack £1. 6. 0.

The New Discovery, as far as can be made out, was cut at a depth of 16 fathoms from the surface and worked between the surface and the 25 fathom level. The only receipt relating to this vein is dated January 6th. 1872 when John Hawley and Company drove in the New Discovery 10 fathoms at 80/- per fathom.

**Limekiln Vein.**

Very little work appears to have been carried out on this vein – the records contain only three receipts relating to drivage on the vein and two receipts relating to the raising of ore:-

November 5th. 1870.	George Watson and Company. Raising 3 Bing 4 cwt 2 qr. of ore in Limekiln Vein at 50/-. Less subsist £5.
January 6th. 1872.	George Watson Raising ore in Limekiln Vein 17 cwt @ 100/-.

It would appear from these papers that no work was carried out in this vein during the year 1871.

**New Vein.**

The first recorded date of work on this vein is on February 4th. 1871 when David Carlyon and Company drove on the vein for a distance of 2 fathoms 2 feet at 60/- per fathom. In March of the same year the same firm made a rise of 2 fathoms 2 feet 6 inches.

The receipts cover the period from February 1871 to February 1872. During this time 35 fathoms 2 feet 6 inches were driven on the vein; several sumps were put down; a rise of 6 fathoms made and some 67 fathoms of vein were stoped.

**New Shaft.**

The recorded work on this project was all carried out by Nathias Pratt and Company their work being given as:-

December 3rd., 1870	Sinking New Shaft	2 fm 5 ft.	@ 120/- per fm.
January 7th., 1871	ditto	5 fm 2 ft.	@ 120/-
February 4th., 1871	ditto	1 fm 5 ft.	@ 120/-
ditto	ditto (12 men)	2 fm 4 ft.	@ 90/-
ditto	ditto (9 men)	1 fm 3 ft.	@ 90/-

**East End Shaft.**

March 4th. 1871	Nathias Pratt and Company.		
	Sinking East End Shaft	2 fm 3 ft	@ 50/-.
April 1st. 1871	ditto	5 fm	@ 50/-.
May 6th. 1871	ditto	4 fm 3 ft.	@ 50/-.
June 3rd. 1871	ditto	1 fm 6 inches	@ 50/-.

A further 3 fm 2 ft. 6 inches was sunk by other partnerships during 1871. There is then no other records of work being carried out in this shaft, however a receipt for work in an un-named shaft reads:-

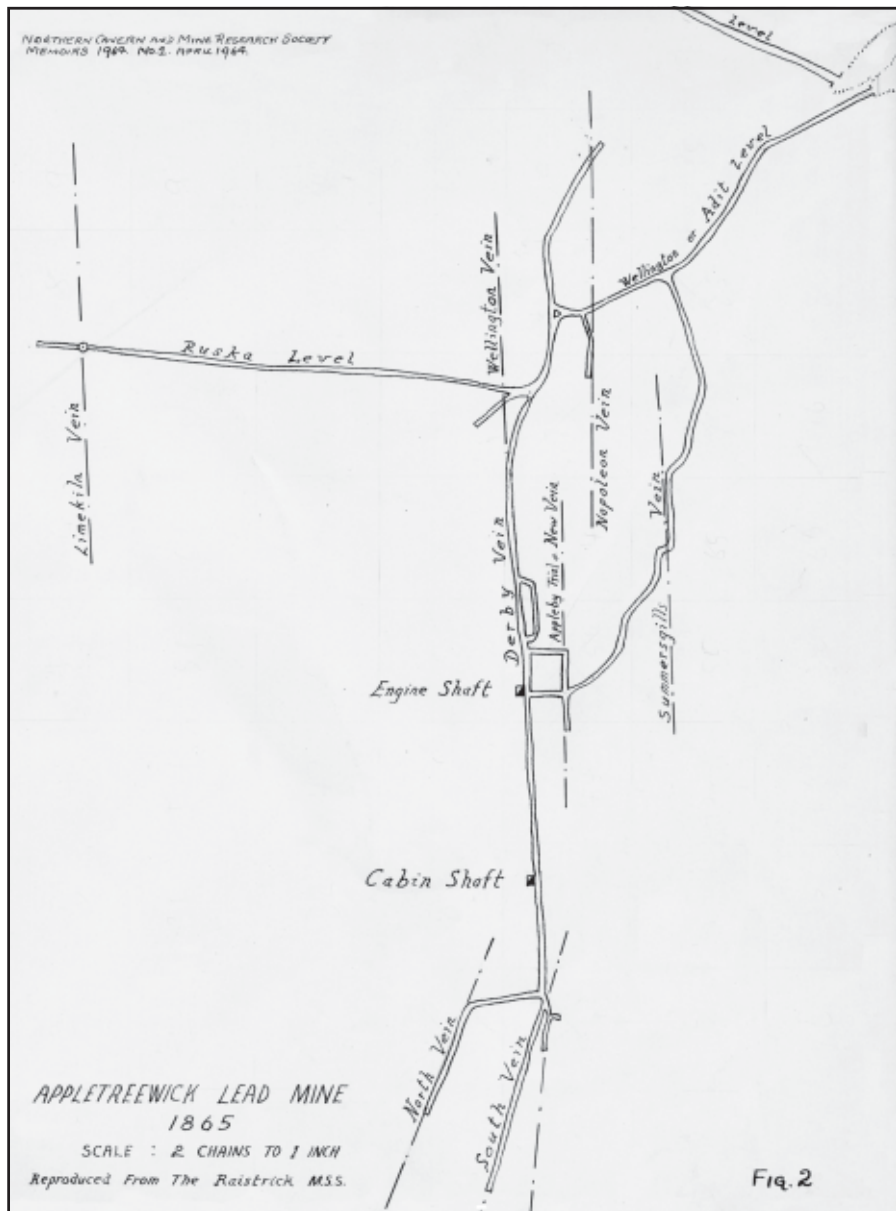
January 6th. 1872.	David Carlyon and Company.		
	Sinking shaft	2 fms at	520/-.
	Extra work at time spear rods broke 45 days @ 3/-.		

**The Village Level.**

The entrance to this level can be found at the foot of Reynards Gill behind the 'New Inn' at Appletreewick. Work is recorded from April 6th. 1870 until March 2nd. 1872. The main work in this level was the working of the flatting bed by Edward Waddilove and Company:-

September 3rd. 1870	Edward Waddilove and Company.		
	Driving in Village Level	@ 25/-	
	Rising in flatting, Village Level	@ 3/-.	
October 1st. 1870	48 days cleaning Old Man @ 3/-.		
September 3rd. 1870	John Hardacre and Company.		
	Driving in Village Level 3 fm 1 ft	@ 130/-	
	Blowing rock as per contract £10.		

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**The Village Level (continued).**

Edward Waddilove and Company.

April	1st.	1871	Rising in Village Level flatting	8 fm 2 ft	@	40/-
May	6th.	1871	Driving in Village Level flatting	2 fm	@	35/-
June	3rd.	1871	Driving in Village Level flatting	8 fm 5 ft	@	35/-
July	1st.	1871	Driving in Village Level	6 fm	@	45/-
August	5th.	1871	Driving in Village Level	8 fm 4 ft	@	45/-
September	2nd	1871	Driving in Village Level	4 fm 3 ft 6 in	@	45/-
February	3rd	1872	Rising 1 fathom, driving crosscut from top of perpendicular rise	3 fm 3 ft	@	100/-
January	6th	1872	Rising in Village Level	4 fm 3 ft	@	100/-
March	2nd	1872	Driving 2 fm 3ft 6 inch in Village Level		@	85/-

During the period covered by these examples of work receipts the Village Level was driven for a distance of 49 fathoms 3 feet 8 inches at a cost (not including timber and rails) of £219. 8. 2d.

**Adit or Wellington Level.**

Very little work appears to have been carried out in this level and none at all in the year 1871. The total work receipts for the years 1870 and 1872 are as follows:-

July	2nd	1870	Thomas Brown and Partners. Cleaning Adit Level as per contract Assisting Hawke with engine 5 days		£2. 5. 0. 15. 0.
November	5th.	1870	George Watson and Company. Raising 6 Bings 3 cwt of ore above Wellington Level in Mr. Proctor's ground at 45/-.		
January	6th.	1872	Richard Newbould and Company Driving South in crosscut from Wellington Adit Level in Mr. Proctor's ground 2fm. 2ft. 6inch @ 120/-		
January	6th.	1872	Joseph Scaddon and Partner Stoping side in Adit Level west of Engine Shaft 3 fm 4ft 9 inch @ 45/-. Sinking sump at crosscut end 1 fm @ 60/- To deduct for waggoning 14/- To deduct for waggoning 15 fm Level 24/- To deduct for Top of Shaft 3/-		
February	3rd	1872	William Newbould and Company Driving crosscut from Adit Level in Mr. Proctor's ground 2fm 3ft 6 inch @ 140/-		
February	3rd	1872	Thomas Brown and Company 20 days repairing Adit Level West of Engine Shaft @ 3/-.		
March	2nd	1872	William Newbould and Company Driving crosscut in Mr. Proctor's ground 1 fm 5 ft 1 inch @ 145/-.		



**Ruska Level.**

There are only two work receipts relating to this level.

June 4th. 1870.	David Carylon and Company.	
	Repairing Ruska Level as per contract	£ 3 0. 0.
	Cutting shaft top out in Ruska Level	£12 0. 0.

July 2nd. 1870	Abraham Walton and Partners.
	Making room for shaft in Ruska Level as per contract £8. 0. 0.

**North Vein.**

November 5th, 1870.	Joseph Rodwell and Company
	Raising 6 cwt 2 qrs of ore in North Vein @ 45/-.
	4 days work @ 3/-.

**Napoleon Vein.**

March 4th. 1871	To Abraham Walton
	Driving in Napoleon Vein 3 fm. 3 ft @ 135/-.

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Of the miners themselves little is to be learnt from these papers. One entry however does make reference:-

July 1st. 1871	To: William Keskeys; Samuel Champion; Henry Birch; William Richards and Joseph Scaddon Expenses from Cornwall £1. 2. 0. each.
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Of Joseph Scaddon we know from the working; receipts that he was, at least at first, a keen, go ahead sort of a fellow, who for a short time ran his own 'Company', but later appears in other 'Company' lists. Two letters show another side to this mans character and we can presume that he was not a very pleasant being. These two letters, although badly written, do show to some extent the affairs of the Appletreewick Mines at this period. The letters, written in a scrawling hand, were minus any form of punctuation - I have therefore attempted to break them up somewhat so as to make them understandable.

The first letter as far as can be made out is addressed to a George Gibson of Burnsall who appears to have been a fellow miner and for owner of their lodgings - the letter dated July 10th. 1872 reads:-

“Dear Sir,  
We left Appletreewick on Thursday about 7 o'clock for Kettlewell or Lubonne\* and we authorised Capt. Wiseman to pay you the sum of £3, and the rest we will send you as soon convenient. We wish to give you a little advice, that is, take care of Joseph Scaddon and others for they are off. Himself and his wife wished us to leave last Saturday, go to the nearest town and pawn your clothes, but we would not do it for you were very kind to us and we will pay you as soon as possible. We the undersigned authorise Capt. Wiseman to pay George

\* Lubonne presumably means Leyburn.

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Gibson the sum of three pounds next payday.”

Signed Samuel Grose  
Hugh Kerruish”

The second letter of the same date is addressed to Captain Thomas Wiseman the Mine Agent.

“Dear Sir,

We the undersigned authorise you to pay to Christopher Wiseman the sum of £1 also to George Gibson, Burnsall the summ of £3 also to Thomas Walton and William Hudson the money due to them according to agreement, also to pay David Golion the sum of six shillings.

Samuel Grose  
Hugh Kerruish.

Sir,

We suppose you will be surprised to find we are gone, but we find that we cannot make a living at the prices, so the sooner we leave the better. You will find all the tools in our place. We wish you to pay who we authorise and no one else.

Sir,

We deem it our duty to put you on your guard on certain parties, who intend to do you a serious injury, which may prove your ruin.

On Sunday last we herd two men say, that unless you drew out to them next month, that is give them sufficient money, they would make it a bad job for you.

What letters do Joe Scaddin know about that you burnt in the fire?

What ground is there untried with lead in it that you will not work?

The first week we came here Joe told us that he had you under his finger and thumb, he could compell you to pay him good wages as he knew all you secrets.

You have trusted to much to him, take our advice and pay them quitty men next month, ask them, what did the thretin to you last Sunday. The sooner you get clear of them the better for yourself and family. Take heed of this Warning.”

From a study of Joseph Scaddon’s receipts, there could well be some truth in his claim that he could make Capt. Wiseman pay him good wages, for in a few cases his bargain is up to 5/- above others engaged in similar work and on average he always seems to have obtained top price for his work.

**To be continued**