

# THE TREVITHICK SOCIETY

NEWSLETTER No. 3

NOVEMBER 1973

A.G.M. and Field Days. Weekend September 22nd. and 23rd. 1973.

It was unfortunate that the fine summer weather should finally have broken only a week before, but although there was often a definite autumn chill in the air and quite strong winds, at no time were members caught in the one or two short, sharp downpours which were accompanied by some thunder and lightning.

On Saturday morning Holman's Museum was open to members (by the kindness of our Membership Secretary, Ramon Thomas) from 10.30a.m. as were the National Trust engines at Pool from 11.00am under the normal arrangements for opening. Mr. Jack Trounson conducted a group of 35 members round Robinson's Shaft 80" engine - considered Samuel Grose's masterpiece in engine design - and gave a fascinating account of this engine from its manufacture, through the fire at Tregurtha Downs near Marazion, its removal to Crenver and Abraham, and finally South Crofty. Mr. Trounson's great knowledge of the particular engine and his deep love for it was clear to all, and he gave members a feeling of the engine's "personality". It was sad to hear his description of its final evening of pumping in 1956 (?) when electric pumps were installed and from the field adjoining the setting sun shone down on the enginehouse with its last few wisps of steam - probably the last sunset on a commercially working beam pumping engine in Cornwall. Mr. Trounson recounted that as the engine was finally brought to rest after so many years service caps were removed in silent tribute.

By about 1.00p.m. members were gathering at Treswithian County Secondary School (by kind permission of the Headmaster, Mr. Don Ingham, our Meeting's Organiser). The two Grenville Bus Co. coaches duly arrived at 1.15p.m. (one having met the London train at Camborne) and at 1.30p.m. the Society left Camborne for Hayle. The first stop was at Phoenix Works of J.&F.Pool Ltd. which was formerly the smelting works of the Cornish Copper Co. after its move from Carn Entral at Camborne, and latterly the Copperhouse foundry of Sandys, Carne and Vivian.

One member Mr. T.R.Harris gave a fascinating account of the activities of the Foundry, and the rivalry with Harvey & Co., to the approximately 100 members who had by now gathered. At 2.35p.m. the party moved to Hayle Brewery (erected in 1873) where our Secretary recounted the history of the business and the Ellis family which had owned and managed it until the amalgamation in 1934 with Walter Hicks & Co. to form the St. Austell Brewery Co.Ltd.

At 3.00p.m. the Hayle Power Station was visited, where the Manager and his staff explained the processes involved and guided members around the station. At the present time only peak load is supplied, and normal Cornish requirements might well be coming down the Grid System from the Hinkley Point Nuclear Power Station in North Somerset. At one time over 100,000 tons of coal a year were brought to Hayle annually - mainly from South Wales. In the future it is proposed to install gas turbine generators for peak load operation.

The last call of the day, at 4.15p.m., was to the yard of Harvey's Foundry, where Mr. T.R.Harris briefly explained some of the details of the history and layout of the internationally famous foundry. It is regretted that time did not allow members to see Slades Yard (the old Hammer Mill) which it is proposed might form the site for display of industrial exhibits in a museum.

The Society returned for tea at Treswithian at 5.15p.m. and a sales counter was besieged by members who proved willing to support the Society and obviously fascinated by the items displayed. 80 copies of the journal were distributed to members - saving the Society considerable postage expenses - and over 110 teas were served. For the preparation and serving of these the Society is indebted to Mrs. Ingham and Mrs. Harris who put on a marvellous spread which was obviously much appreciated by all who attended. The A.G.M. commenced at 6.15p.m. and went on until 7.40p.m. - the minutes we print elsewhere in this Newsletter, together with the Secretary's report.

Early on Sunday morning there was a torrential downpour in Camborne and the prospects for reasonable weather seemed remote. Fewer members than anticipated boarded the coaches at the Camborne Free Car Park, and it was decided to take only one instead of the two previously booked. Therefore only about 25 members left Camborne for Roskennals Mill, Newbridge, near Penzance - but on arrival members travelling "under their own steam" boosted numbers to over 50. Mr. John Charlton kindly showed members around the Mill in 3 parties, and Mrs. Charlton was extremely kind in providing coffee in the Barn. After a most enjoyable visit members left at 11.00a.m. for the Levant Engine House, and on arrival were able to enjoy the superb cliff-side setting with a blue sky and sea full of movement and action. Then commenced the Society's invasion of the Boscaswell Inn (a former Christopher Ellis and Son Ltd. pub) at Pendeen - now known as the Radjel - which was specifically chosen by the Secretary as an example of a traditional

and unspoilt pub, with the advantage of close proximity to the Levant Engine. 70 pasties and rounds of sandwiches had been ordered by the Society - originally these were to have been home-made when it was anticipated that numbers would be fairly small - and all these vanished in double quick time with a constant stream of members heading for the bar to support the trade of a local Cornish Brewery. Incidentally, the St. Austell Brewery - built in the 1890's - is one of only a very few in the country still to use some slate fermenting vessels (and getting to be equally rare - wooden barrels). Although filling the pub to more than capacity it seemed to be welcomed by members as a chance to have an informal "natter" on varied topics of local industrial interest. The Society's thanks are due to Mr. Willie Warren, the landlord, who is Cornwall's only licensee to have held a license for over 50 years. The Society dispersed on its various ways home at 2.15p.m., with members having come from such places as Stockport, Reading, London, Bristol, Exeter and all over Devon. Of particular note was the support given to our weekend by the members of the Plymouth Mineral & Mining Club - who had enough members present to have a meeting of their own. Needless to say, it is understood that on Sunday afternoon they took the opportunity to go "rock-hounding" - for Uranium, with a geiger counter!

P. A. S.

Minutes of the 1973 Annual General Meeting of the Trevithick Society held at 6.15p.m. on Saturday 22nd. September 1973 at Treswithian County Secondary School, Camborne.

- 1.. The Chairman spoke of the sad loss to the Society in the deaths of R.E. Trevithick, our President, and Cyril Stewart, a past secretary of the Cornish Engines Preservation Society, and asked the 100 plus members of the Society who were present to stand in silence for a moment in their memory.
2. The Secretary announced that approximately 20 members had sent their apologies, and on the Chairman's suggestion it was proposed, seconded and approved by the meeting that the previously circulated minutes of the last A.G.M. should be taken as read and they were signed by the Chairman.
3. There were no matters arising from the previous minutes.
4. Election of Officers. The Chairman suggested, on behalf of the council, that the office of President should be left vacant for the present; this was agreed.
  - a. Mr. P.A. Stephens, previously co-opted by the Council, was unanimously elected Honorary Secretary of the Society on the proposal of Mr. D.S. Jenkin, seconded by Mr. J. Stengelhofen.
  - b. The Chairman referred to the Council's decision to co-opt Mr. D. Ingham to the Council and his appointment as Meetings Organiser; thanking him for the use of Treswithian School and his work in organising the A.G.M. Thanks were also given to Mrs. Ingham, Mrs. Harris, Mrs. Tarrant, J. Hawke and J. Alty who prepared and served the tea. Mr. Ingham was then elected to the Council.
  - c. Mr. J. Stengelhofen, appointed as Journal Editor by the Council, was congratulated on the Journal.
  - d. Mr. D.H. Harris has accepted the Secretaryship of the Technical Committee.
  - e. On the proposal of Mr. G. Richards, seconded by Mr. D. Harris, the Treasurer, Mr. T. Furse was unanimously re-elected.
  - f. The Council members retiring in rotation, Messers D. S. Jenkin, M. J. Messenger, D. H. Harris, F. L. Booker, D. Hill, and D. Nance were re-elected, there being no other nominations. Proposed by Mr. L. Williams, and seconded by Mr. Hamilton Jenkin.
  - g. Mr. W. M. Symons, for many years a member of the Council, has tendered his resignation. The Chairman thanked Mr. Symons for his valuable help and support for the Society, remembering his efforts in the Treve Holman Appeal and as a Trustee of Trevithick's cottage. The Chairman proposed that Mr. Symons be elected an Honorary Life Member. This was seconded by Mr. Trounson, and carried unanimously.
5. The Secretary reported to the Society on the activities of the past year. His report is printed in full elsewhere in this Newsletter. Mr. George suggested a wider interest for the Society, including particularly the Crofton Beam Engines on the Kennet and Avon Canal, and Mr. Short was assured by the Chairman that the coverage of the Journal would include engineering science and transport. Mr. Hamilton Jenkin wished the work of Treve Holman, Tregoning Hooper, and W. A. Michell to be recognised and remembered in the early work of the C.E.P.S.
6. The Treasurer presented the annual accounts, and these were approved on the proposition of Mr. D. H. Harris, seconded by Mr. B. Michell.

7. Mr. Trounson reported on the condition of the remaining Cornish Engines:-

National Trust Taylor's Engine continues to be well maintained, and is a credit to Mr. Rickson of the National Trust.  
East Pool Whim - our Technical Committee Secretary has arranged with Fenners of Hull to tender for the necessary work to turn the engine by electric motor, rather than by air. Mr. Gordon Richards continues to carry out essential restoration work. One of the last available Cornish Boilers, from St. Clement's Hospital, Truro, has been purchased by the National Trust and taken to Bodmin until a new boiler house can be constructed in which it will be installed properly so as to allow future steaming, though there are many obstacles to be overcome if this is ever to be achieved. The National Trust is now applying for planning permission for this and for a new car park.  
Robinsons 80" - the porous nature of the granite continues to create problems as to damp, and it is difficult to keep the engine and its house clean.  
Levant - a difficult site, with full exposure to the weather; the salt air is a continuous problem. Geevor Mine has offered to undertake some further work.  
Rostowrack - probably the last single acting engine on the Cornish cycle in the world, this engine is maintained in good condition at Holman's Museum by our Membership Secretary, Ramon Thomas. Some recent maintenance work has improved smoothness of running.  
Greensplat - now re-erected at Wendron Forge by Mr. Peter Young. While Mr. Trounson doubted the original objects, he considered the final effect real artistry on a rising slope. All the original gear will be erected, and its working by compressed air (via a cylinder acting on the pump rod) is real showmanship.  
Wheal Coates Engine House - the National Trust work of restoration has been made possible by the discovery of the original designs by F. W. Michell dated 1871 in the C.R.O., as the enginehouse was severely treated in a reworking about 1910. Full scaffolding has been erected, the top 6 layers of bricks on the stack removed and replaced and the whole enginehouse repointed. The shaft has been covered over, with a ventilation grill, and it was hoped that the job would have been finished in late September.

8. Chairman's Review

Firstly, the Council would be considering a donation to the National Trust for the restoration of Wheal Coates. Secondly, as the work of the Society was so greatly increasing, it was proposed that the annual subscription of 52p. - unchanged since 1935 - should be increased to a minimum of £1, with a family membership (providing one copy of the Journal and Newsletters) at £1.50 and a Junior Membership (providing Newsletters but not the Journal) at 25p. This was a council recommendation, and was endorsed by the Treasurer, who pointed out the possible museum project, inflation, and the increased activities of the Society. It was emphasised that even at £1 our subscription would be one of the most reasonable in the County. The motion was proposed by Mr. George and seconded by Mr. Michell, and carried unanimously. Thirdly, the Chairman reported the apparent enthusiasm of the West Penwith R.D.C. for the possibility of a Museum of Cornish Industry at the old Hammer Mill of Harvey's Foundry in Hayle. Lastly, thanks were expressed to the Membership Secretary, the C.E.G.B., T.R. Harris and the new Secretary of the Society.

9. The A.G.M. for 1974 was provisionally set for the weekend of the 14th. September 1974.

10. Any Other Business.

- a. Mr. Justin Brooke suggested that the date on the August Newsletter for the Camborne Beacon illustration should have been 1881, not 1831.
- b. The Treasurer thanked Mr. Beazley for certifying the accounts, and this was seconded by Mr. Trounson.
- c. Thanks were expressed to Mr. D. Hill for arranging the visit to Hayle Power Station.
- d. Mr. Short suggested that meetings might be held by members in other areas throughout the year.
- e. Mr. G. Richards suggested that the films of the East Pool Whim and Dolcoath Tin Stream Works should be shown to members, and that an evening meeting could be held when questions could be put to a panel of members and the results taken down as a record of various local techniques, personalities, or events for possible inclusion in the Newsletter.

THE HONORARY SECRETARY'S REPORT TO THE 1973 A. G. M.

Mr. Chairman, and Fellow Members,

As I was invited by the Council to accept the Secretaryship of your Society since the last Annual General Meeting, and have only been confirmed in office today, you will appreciate that I have felt very new to the job and have been feeling my way with care. This has, however, perhaps enabled me to view the Society objectively, and to stand back and take a better view of our activities. Firstly, I would wish to make it quite clear that I view my task as being to help the Council in representing the interests and worries of our individual members wherever they may be. In this I am very much at the service of individual members and welcome comments or enquiries. Secondly, as being also a new member of the Council it has occurred to me how extremely lucky we are as a Society to be advised by such competent persons, which certainly makes my life much easier. On the Technical side we have such members as our Chairman and Technical Committee Secretary, and on the historical as Mr. Trounson and Mr. Hamilton Jenkin. In addition Council members make the greatest efforts to attend as many meetings as possible - Mr. Law regularly comes all the way down from London, as also do Mr. Booker from Plymouth and Mr. Messenger from North Devon. During the last year your Council has held 5 meetings, in February, April, June, and July, and the average attendance has been 13 out of 20. 4 members have attended all the meetings, and only 5 have been unable to attend at least 3.

This also seems an appropriate time to recall the origins of our Society, as the present seems to be full of activity and the prospect of change. Formed firstly as a Committee arising out of a chance meeting on the cliffs at St. Just - when it was learnt that there were plans to break up the old Levant engine it was later formed into the Cornish Engines Preservation Society under the Presidency of the late Lord Falmouth. Over the years the engines and enginehouses now in the care of the National Trust were saved, and finally this Society emerged as a result of the amalgamation with the Cornish Waterwheels Preservation Society in 1969 - resulting in a County-wide Society of Industrial Archaeology. Our work fills a gap and is duplicated nowhere else in Cornwall, and we may be justly proud, I think, of having been at work for 38 years while elsewhere Industrial Archaeology is, by and large, a fairly modern development.

In 1970 the Society had 495 members, which increased to 567 in 1971. Over the last two years the total has moved to 571 in 1972 and about 527 as of today - even after over 100 members have been removed from our mailing list as a result of death, resignation, or non-communication for 3 years. The 68 new members is our highest yearly total for at least 5 years. Even so, the total of our membership is still infinitesimal when compared with the population of Cornwall, and a prime objective must surely be to increase this by personal contact with friends likely to be interested in the work we undertake. Might I ask every member to resolve to enroll at least one new member by this time next year?

This seems an excellent opportunity to reiterate that the Council always welcomes suggestions from members - indeed several have already been incorporated in the layout of the Newsletter - and perhaps thought could be given to preferred locations for the next A. G. M. Should it prove possible and popular one thought has occurred to me is to start from Truro, visiting Perran Foundry, and (with the permission of E. C. L. P.) the Charlestown Foundry and Clay Dry, before going on to the site of the proposed Clay Industry Museum at Wheal Martyn - which has been designed by our Journal Editor.

Before I go any further I must thank Dennis Jenkin on behalf of the Society and all its members for his guiding hand as Secretary for more years, I must admit, than I have even been a member. He has put in long hours dealing with the Endowment Fund handed over to the National Trust with the engines and houses, the merger of the Cornish Engines Preservation Society and the Cornish Waterwheels Preservation Society, and regularly organizing A. G. M.'s and the Newsletters. I know you will all be glad that he is still giving advice and encouragement as a member of the Council.

On accepting the Secretaryship - initially for 2 years - I prepared a series of notes for discussion at the first available Council meeting to seek clarification of the Council's thoughts on the role and organization of the Society in the 1970s. I was seeking personal guidance, but the Council decided to take the opportunity to set up a Working Party (consisting of the Chairman, Dennis Jenkin, myself, Peter Young, and John Stengelhofen) to discuss all matters from the basic aims of the Society upwards. This working party duly reported back to the Council and its recommendations were, very broadly, accepted and adopted. Four main areas of activity were concerned:-  
Firstly, the aims and objectives of the Society. These were redefined to classify the Society as "An association of persons concerned with the study, recording and preservation of the Industrial Heritage of Cornwall, particularly by:-

- a. The quarterly issue of a Newsletter and the annual issue of a Journal
- b. Arranging regular meetings on matters of mutual interest.
- c. The establishment of a Museum to display rescued items from Cornwall's Industrial Heritage, and the establishment of a Library."

Secondly, as a result of the revised aims it was decided to expand the Newsletter on a regular quarterly basis, the first two issues of which have now appeared. At the same time, the fact that our Society had many members with expert technical or historical knowledge of

the industries of Cornwall, and that the Society has, I believe, a justly recognised reputation as a learned Society in its sphere of interest, led the Council to sanction the publication of an annual journal.

Thirdly, the question of the Society Museum. As these last two matters are somewhat complicated subjects, I will leave dealing with them in detail until later.

Fourthly, the organization and the officers of the Society. While the structure of President, Chairman, Secretary, and Membership Secretary was recommended to be retained, it was proposed that the Engines and Waterwheels Committees should be merged to form a Technical Committee - of which Douglas Harris has accepted the Secretaryship. It was then decided to establish 3 new posts - Journal Editor, Newsletter Editor, and a Meetings Organizer. It was felt that splitting the work load according to the areas of activity would bring more ideas to bear on particular subjects which would otherwise tend to become subordinated to day to day administration. This is particularly true of the work of Ramon Thomas in keeping the membership records and arranging mailing of all Society communications, which involves a lot of time and which is such a great help to me and to the Society.

Unfortunately, I have to report that Mr. Nigel Tangye has felt obliged to resign from the Council due to the pressure of his other commitments. I know that the Council and all our members would wish me to thank Mr. Tangye for his loyal support of the Society and his unstinting efforts on its behalf. We must hope that he will continue to take an interest in our activities.

Mr. Don Wilkins has also felt obliged to resign, as has Mr. Symons who has given our Society so many years loyal and valuable support.

Sadly, I now have to report the death of two members of our Society. Firstly Cyril Stewart - a former Secretary of the Cornish Engines Preservation Society - at whose funeral I am glad to say the Society was represented. Secondly, our President, R. E. Trevithick, whose death our Chairman will be referring to later. The Council asked the Chairman to write to Mr. Trevithick's daughter in sympathy, who replied thanking the Society and relating how much pleasure our Society had given her father, and particularly the Bi-Centenary celebrations in Camborne and Truro. Donations to our Society instead of flowers being sent to the funeral, amounted to some £11.

During the course of the year a whole host of matters have been raised at Council meetings for discussion, and it seems useful to mention some of them now. Mr. Peter Young has kindly offered the use of his new restaurant at Wendron Forge to the Society for evening meetings. This could prove to be a great help to the Society, and I am sure you would all wish me to express our thanks to Mr. Young. He has, incidentally, organised the dismantling and transport of a water-wheel from the Callington area to Helston, on behalf of the Society, where the local authority will shortly be re-erecting it. In the field of preservation of buildings the Society was represented at the meetings held to discuss the formation of a Cornish Historic Buildings Trust, leaflets concerning which were included with a previous newsletter. It now seems that the Trust will definitely be established, and the Council will no doubt wish to ensure that the preservation of buildings of industrial importance is discussed. The Matron at Camborne-Redruth Hospital had suggested that the Society should loan some items related to Richard Trevithick for display in the Trevithick Ward and this has now been agreed and arranged, by the loan of a stone carving of Richard Trevithick by our late President R. E. Trevithick. Lastly, the Society was represented by a display at the C. E. I. Symposium and Exhibition entitled "Survival '72" held at Truro, at which our Chairman read a paper on Noise Suppression.

As a result of the handing over of the engines there is a continuing correspondence with the National Trust. Successful action has been taken to have our Society's postcards on sale again at the enginehouses, as it is hoped will be our Journal, history of Dolcoath, route maps and other publications - to which I will refer later. The National Trust has recently published a guide to the engines (believed to be based on Mr. Trounson's tape recorded descriptions) which was written by Mr. Peter Laws of Penzance.

During the course of the year the Technical Committee has been assisting the Trust in considering the best method of turning the East Pool engine, and Douglas Harris has now finalised arrangements and contacted manufacturers of the necessary equipment for cranes and tenders. The boiler from St. Clements Hospital, Truro, has been purchased by the Trust for use as an air receiver in the new boiler house which it is proposed to erect alongside the enginehouse. The Council agreed to contribute the sum of £103.39 to the cost of the work on the engine, which represented 50% of the amount required over and above the sum estimated. Our thanks must be offered to Mr. Gordon Richards for the work of restoration of the engine which he carried out.

Of all the matters discussed by the Council the question of a museum has proved the most intractable. The working party recommended that as a long term aim it was essential for the Society to have a base, and somewhere to store and display items of industrial interest. For instance, during the year we have been offered various waterwheels, a gas oil generating plant, a pre 1878 flat bed printing press, and a 1926 Holmans Compressor, weighing 8 tons! In the absence of storage premises, which we so far have been unable to acquire, it is impossible to accept such gifts. Schools Chapels, Mills, have all been considered and specific buildings found unsuitable for one reason or another. The Working Party had the benefit of a report prepared by our Chairman on the requirements of a Museum for our Society, but of course some of the points raised in discussion have been the costs of requisition, maintenance and staff. However, in these days of increased leisure there are plenty of examples of sites of industrial interest proving to be a big attraction to the public. The North East Open Air Museum at Beamish, the Ironbridge Gorge Museum, the Beam Engines at Kew Pumping Station, and (closer at hand) the complex at Morwellham Quay, all attract large numbers of visitors. In Cornwall alone we have the National Trust Engines and Morden Mill, Tolgus Tin, Mawla Agricultural Museum and Wendron Forge. Now, on the Transport side we have the Camborne Carriage Museum at Treskillard, and the Quarrying Industry is covered by the Carrglaze Slate Caverns at St. Neot which have recently been opened to the public, as has Delabole slate quarry.



So there seems little doubt that a Society museum covering all aspects of Cornish Industry under one roof would prove highly popular and self supporting. The Council would certainly welcome comments and suggestions from members.

However in the last few weeks there have been developments about which the Chairman and myself have not been able to inform the Council fully. From a letter I sent to the Surveyor of the West Penwith Rural District Council about a local rumour of impending changes at the Hammer Mill of Harvey's Foundry in Hayle, it rapidly became apparent that the authority had - of its own volition - thought of and planned an outdoor display of industrial items on the site as part of its Foundry Square Improvement area - the first such area in Cornwall. After a preliminary discussion the Society was invited to a meeting on site which was attended by the local authority's Chairman, Treasurer, Surveyor, and Chairman of the Improvement Area Committee. To my knowledge this is the first time that a Cornish local authority has suggested plans for an industrial display, and our Chairman, Journal Editor, and myself (who attended the meeting) were suitably impressed. The Society was asked to prepare a report to the authority on the prospects for a Museum of Cornish Industry and Technology on the site, which has now been done, and one immediate result has been that the authority has bought one of the large dipper wheels and two round frames from the Tuckingmill Streamworks (which has been recently closed down, and about which there is a report in the Journal) for possible re-erection at Hayle. We have been asked for help in dismantling this equipment, and I would be most grateful if members willing to help would let me know now. This must be a successful example to the authority of our willingness and ability to give practical help. We shall need the hire of a crane and loan of a lorry for transport for one whole day, and any member capable of giving such help would be enthusiastically welcomed if he contacted me now or later.

I hope that the Chairman will be reporting later on more recent progress, but while discussing museums generally I would be grateful to hear from members if they would welcome visits to the Open Air Museum at Beamish in the North East, the Ironbridge Gorge Museum in Staffordshire, or a trip by air to Harvey's pumping engines at Harleem Meer in Holland if this proves possible.

One of the aspects of the Working Party Report to receive the Council's immediate and wholehearted support was the suggestion for an expansion of Society publications. In the past the Society has published "Transactions" in 1946, reprinted articles of interest, (such as that appearing on the Kew engines in the "Engineer") and produced a survey of surviving Cornish engines and as a policy it was now agreed by the Council:-

Firstly, (as means of increasing communication between the Society and its members) to expand the Newsletter for regular quarterly issue, 2 copies of which you will have by now received. It has been gratifying to the Council that several members have expressed support for the new format and expanded contents. Our Chairman kindly agreed to accept the position of Newsletter Editor, and contributions and suggestions from members will always be welcomed by him. One idea has been for a series on the "Barbarians of Cornish Industrial Preservation" which commenced with the saga of the demolition of Camborne Beacon. It is hoped to continue with the British Rail breaking up of the Sudbrook Pumping Engines at the Severn Tunnel and the activity of scrap merchants, through whose hands so many fine beam engines passed in the second world war and after.

Secondly, it was felt that as a Society with historical and technical expertise we should ensure that research of an industrial nature being conducted in the County should have a specific platform in a separate publication. Thus has the Society's Journal come about, a free copy of which will now be forwarded to all members. The Council intend that the Journal should appear in September of each year so as to be available to members attending the A.G.M. Our Council member, Mr. John Stenglehofen, who is a research fellow at the Institute of Cornish Studies, has kindly agreed to act as our Journal Editor and our thanks are due to him for the high standards of this first issue. The cost was estimated to the Council at about £325 for 1500 copies and is planned to be self supporting by way of sales to the public. The Editor tells me that possible contributions for the next years issue already include a history of the Camborne School of Mines on the occasion of its moving to a new home on the Campus of the Cornwall Technical College, a history of J & F Pool Ltd. of Hayle (Cornwall's only metal perforators) and an article on the preservation of enginehouses in Cornwall.

Thirdly, we have been looking ahead to think about and plan other suitable publications. One of these will be a series of industrial Route Maps to help members and the public find and inspect sites of industrial interest within the county. This will be on a regional basis, and the first of these - covering West Penwith - is now in the course of preparation. Others might cover the Camborne - Redruth, Gwennap, Tamar Valley, and St. Austell China Clay areas. The National Trust has expressed support for such a project and sales outlets may be secured in all National Trust properties in the region. Another will be the first proper history of Dolcoath, entitled "Dolcoath: Queen of Cornish Mines" by T.R. Harris. The Society is proud to publish this work, which it hopes to have available by Christmas. Mr. Harris has also agreed to prepare a work on famous Cornish Engineers, which it is hoped will include some of the less well known and more modern personalities of the county. Suggestions as to persons to be included, and biographical information would be most welcome. Something else we have in hand is a reprint of a Perran Foundry catalogue of about 1860, and lastly we are investigating the possibility of joint publications with other Societies - one of which could be a biography of Goldsworthy Gurney for his Centenary in 1975, in conjunction with the Federation of Old Cornwall Societies. The Council has discussed whether a discount should be given to members, but I must admit that personally I felt that it might be preferable to utilise the sum represented by such discount for the work of the Society in preservation work or facilitating further publications faster than would otherwise be possible.

Fourthly, the Council agreed to guarantee the cost of the reprinting by the Institute of Cornish Studies of the life of William West of the St. Blazey Foundry to the extent of £20.

By this time I should probably be apologising for the length of this report. I was anxious that you should all have as much information as possible on the work of the Council over the year, and the various matters that would be resulting in action in the near future so that this opportunity can be taken to ask questions or make comments. I hope this aim has been fulfilled. As a truly final point, I would like to thank the members of the Council for the willing help they have given me in picking up the reins of the day to day administration of the Society.

P. A. S.

#### "DOLCOATH : QUEEN OF CORNISH MINES"

This first history of one of Cornwall's most famous mines, by our member T. R. Harris, is now with the printers for issue - hopefully - by Christmas. Would members wishing to order send their remittances (75p + 10p. postage per copy) to the Secretary at 23 Merrick Avenue, Truro. (The price to non-members will not be less than £1).

Our member Colin Short of 13 Bollin Walk, South Reddish, Stockport, Cheshire, has suggested regional groups of the Society's members getting together during the year to discuss matters of mutual interest and perhaps make visits to local industrial sites with other Societies. This could be an excellent way of keeping members in touch with each other, and perhaps any members from the North-West would contact Colin Short direct.

Enclosed with this Newsletter is a copy of the new Membership Form, which we hope will meet with your approval. As mentioned at the A.G.M. it would be a great help to the Society if you would hand it to someone you feel would be interested in joining. More copies can be obtained from the membership secretary.

The Society has been asked for the loan of slides to illustrate lectures given by members on subjects relating to Cornish Industrial history, and it has been decided to commence a library of slides and photographs as our own record and for possible copying and lending. Would any member willing to contribute to such a photographic library please write to the Secretary, giving full details of where and when any photographs were taken.

The next Newsletter will contain a report from the Meetings Organiser on the response to the recent questionnaire, with an outline of the programme of events it is hoped to arrange in the forthcoming year. If you have not yet returned your copy please do so soon as possible.

The W. E. A. (S.W. District) in conjunction with Exeter University and the Local Education Authorities has again organised a series of 13 lectures and discussions, followed by 4 field trips, on "Mining in Cornwall" to be held at Cornwall Technical College, Pool, Redruth fortnightly on Thursday evenings at 7.30 p.m., starting on Oct. 4th. 1973. Though some of the lectures have now been held, the remainder, and the field days, will be of great interest to members. They include talks by Mr. B. Earl on "The Explosives Industry", Mr. J. H. Trounson on "The More Famous Mines of Devon and Cornwall" and Mr. J. P. R. Polkinghorne on "The Use of and Methods of Prospecting for Minerals".

Full details from the Honorary Course Secretary, Mr. L. J. Bullen, 22 Wellington Road, Camborne (Tel. 4245).

The West Cornwall Mining and Mineral Club holds meetings, approximately monthly, at the London Inn, Causewayhead, Penzance.

The programme for the rest of this season is, briefly:-

10th December	Film show - mining and geology.
14th January	Talk on "Cornish Engineers" by J. Hodge and "Sahara Oil and Gas" by J. Hart.
11th February	Talk on "Cornish Mines - Best Future Prospects" by J. H. Trounson.
11th March	Talk on "History and Decline of British Iron Ore Mining" by M. B. Shipp.
8th April	A.G.M. plus slides and films.

Full details from the Hon. Sec. M. Shipp, 15 Boscathnoe Way, Heamoor, Penzance.

#### CORNISH INDUSTRY IN 1873

In recording the physical remains of industry in Cornwall it is surely important to have an understanding of industry generally in the county at any particular period. While the Royal Cornwall Gazette (from which the following items are extracted) contains many industrial references, but it must be remembered that no paper of the period can be truly classed as a "County" paper - being to some degree regional in coverage. In addition, the regular section of "Mining Intelligence" contains so many items that only a small proportion can be included in these notes. Finally, such choice as I have made is a purely personal one, and is not guaranteed to be truly representative - although I have made an effort to include as many industries as possible.

4th. Jan. Allegations reported of Agents of mines allowing immense quantities of tin leavings to find their way into the Red River. Camborne Gas Co. raised price to 7/- per 1000 cu. ft., with discount of 6d. per 1000 cu. ft. if paid within 1 month of delivery of bill.  
Pendarves United - the abandoned portion of this mine is to be re-worked by a new company of Adventurers.

- 18th. Jan. Notice given of the winding up of the affairs of the West Cornwall Railway. Creegbrowse and Penkevil United Mines, Chacewater, to be sold as a going concern, with an 18" diameter cylinder engine and 16 head of stamps.
- 25th. Jan. Roseworthy Hammer Mills to let for 7, 14, or 21 years. Then in possession of Tuckingmill Foundry Co., but formerly Mr. Joseph Vivian. Worked by water power of which there is a continuous supply, capable of enlargement.
- 1st. Feb. Botallack - a good lode of tin has been cut in the Wheal Hazard part of the sett, which it is expected will add considerably to the produce and value of the mine.
- 2nd. Ordinary General Meeting of the Cornwall Minerals Railway and Harbour Co. Ltd. to be held in Cannon St., London to approve the Bill now before Parliament to authorise construction of the proposed railway.
- Abandonment announced of the proposed Tamar, Kit Hill and Callington Railway, authorised under an Act of 1864. The whole of the plant, etc., of Pendarves United sold to Messrs. J. C. Lanyon and Son, merchants, of Redruth for £9,155-10-0. With the exception of Wheal Clifford materials - sold to the same purchasers 2 years ago - this is the largest sale of mine materials in the County.
- Wheal Jane - there has been a loss of £1,365 on the 16 weeks working to 20/1/73, due to the increased price of coal, equal to £500 per month.
- Trevorth Fire Brick and Clay Co. - a company has been formed for working a sett in the parish of Gwennap, with a capital of £30,000 in shares of £3 each. The Company was registered in December, and £15,000 is to be paid for the sett.
- South Roskear Mine - a new company has recently been formed for re-working the above mine. The 70" cylinder pumping engine by Messrs. Harvey was set to work and answered capitally. This mine was last worked about 29 years ago, when about £160,000 was divided. A 15" steam capstan engine has also been erected, and houses to receive a 28" winding engine and 38" stamps engine are nearly completed. There are to be 6000 shares of £5 each.
- The Furzeham Iron Ore Co. - Bodmin - 2 or 3 large iron lodes running North and South, on one of which an adit has been driven, through which the ore of which the ore is being trammed to the floors. From the floors to the Bodmin and Wadebridge railway the distance in a direct line is only about 300 yards and it is proposed to erect a wire tramway, worked by a waterwheel. On the South this sett joins the famous Mulberry Mine, which is returning large quantities of tin from an open quarry.
- 8th. Feb. Retanna Hill and Viscar Mine - for sale, with a waterwheel 19" diameter x 2' breast, iron centrepiece, oak axle, to work 6 heads; 7 x 7" pumps; 30 fathoms tramroad iron and frame - as a result of a successful legal action.
- Great Wheal Vor United Mines - prepared to receive offers for a 30" cylinder pumping engine 9' stroke in cylinder and 8' in shaft, with one good boiler of about 8 tons.
- At 49th. A. G. M. of Liskeard and Looe Union Company a 5% dividend was declared. Last Saturday's storm resulted in an adit of Dolcoath mine falling in, flooding the bottom of the mine. An old adit shaft was opened up in Dolcoath Row, Tuckingmill, and men set to work to clear the fall day and night. 100 men were thrown out of work as a result and Tincroft and Cook's Kitchen were also affected. The adit was cleared last Thursday and the shares have recovered from their fall in price on publication of the news.
- 15th. Feb. Notice given for first Ordinary  $\frac{1}{2}$  yearly meeting at Westminster on 28th. Feb. of the Truro and Perran Mineral Railway Co.
- Chiverton Mine - all creditors asked to send in claims by 28th. Feb.
- Great Wheal Busy - the large 90" engine just constructed by the Perran Foundry Co. for these mines at a cost of £4,450 will be started on Tuesday or Wednesday next. If this engine were now contracted for the price would probably be £6,000. There is only one engine of similar size in the County - that is Crenver and Abraham.
- 22nd. Feb. Report of Dolcoath - £45,000 profit made in 1872; £15,000 more than the mine had ever made in any former year.
- Nansough Flour and Grist Mills, in Ladock - to be let by tender - all those new mills, good dwelling house, garden and orchard - 2 pairs of stones with a good supply of water.
- 1st. March "Cornish Railways are, we are glad to say, sharing the general prosperity of the County. It will be seen from our reports of the  $\frac{1}{2}$  yearly meetings that traffic has wonderfully increased". Both the Newquay and Cornwall Junction and the Lostwithiel and Fowey Railway Companies "have been purchased by the Cornwall Minerals Railway Co., who, though granting liberal terms to the original shareholders, have nevertheless evidently made a very good bargain for themselves".
- 8th. March "The extensive new Brewery of Messrs. C. and F. J. Ellis (Hayle) is now completed and in operation. New and improved methods have, it is said, been introduced.
- "An ill-founded complaint - During the week the porters in the employ of Messrs. Harvey and Co. lodged a complaint at their offices that their present wages were too small, and they demanded an increase of 6d. per day. On examination of the books it was found that each man's average weekly wage was not less than a guinea.
- Accident - Cook's Kitchen - "It is advisable that the adventurers and managers of Cook's Kitchen should provide some proper means for conveying persons injured underground to surface in quicker time, it being about 5 hours before these unfortunate men were brought to surface".
- 15th. March Sale of machinery and effects of Bodmin Steam Threshing Co., including 5 steam engines and threshing machines.



- 22nd. March Annual Report of the Truro Shipping Co. - the 3 vessels (Mary, Truro, and Cherry) each made 6 voyages. Profits for year of £281.
- 29th. March South Ward Mine (In parish of Beer Ferris) - operations commenced about 2½ years ago by a private company for silver/lead. First sampling now made of 18 tons, and 60 oz. of silver per ton of ore hoped for.  
New Seton - workings below 120fm. level to be abandoned; and a new shaft planned further north to intersect the lodes in the 70fm. level, at an estimated cost of £5,000. Expenditure already £40,000 without selling any ore, although it adjoins West Seton from which upwards of £300,000 profits have been made.
- 19th. April Furze Hill - 5th. A.G.M. 35' x 3' waterwheel erected and a double-acting drawing machine attached, which is at present capable of drawing all the stuff from the mine. When this is in complete working order it will enable the 12 heads of stamps, connected to the other 35' wheel, to be in constant operation. One of Messrs. Harvey's pneumatic stamps has also been erected, and is being driven by the 25' wheel; it is deemed to be equal in stamping power to 9 heads of the old stamps.  
Cost of working mines - the rise in the price of labour over the last 2 years has been fully 25%. Coals, from 14/- per ton to 28/- to 30/-, and especially hard in view of the wet winter now drawing to a close. More than 350 steam engines are at work in Cornwall, and at an average of only 40 tons of coal per month, the annual total would be 170,000 tons, and the rise in price of £120,000. Bar iron has increased in price, although in some branches of Foundry work (e.g. stamps, axles, and heads) a drop of 15% has occurred.  
Accident on Cornwall Railway, at Camel's Head Viaduct, 2 miles out of Devenport. The mail engine, "Lance", had its front broken in, but could get back to Plymouth on its own wheels. No lives lost, and only 1 serious injury.
- 26th April Materials of Wheal Millet for sale:- including a 40" cylinder pumping engine, 80fm. 7" Capstan rope, 36' x 2½' Waterwheel, 12 heads of stamps, and 2 small 3' 6" waterwheels. (3/5/1873 - the 40" engine, bob, shears and 9 ton boiler bought for Penhale Wheal Vor Mine Adventurers for £750).  
Fire Clay Works at Gunnislake:- about 3 years ago a company erected kilns to exploit the deep beds of good fire clay which abound in the locality of Hingston Down, at a time when demand for labour in the nearby mines was decreasing. Since then 3 other companies have commenced similar works and approximately £200,000 of capital has been expended - and now a fifth company is erecting a large Hoffman kiln. About 400 men are now employed in the industry in the area. A great advantage has been ease of transport on the East Cornwall Minerals Railway to the river. The Calstock Fire Clay Co. now has a traction engine capable of hauling a load of 10 tons in its two wagons over the steepest hill at a rate of 3 or 4 m.p.h.  
Kingston-Upon-Hull Town Council gives notice of its desire to purchase a Cornish Engine of 250 indicated horse power for its waterworks.
- 3rd. May Cook's Coach Factories, Redruth and Victoria Place, Truro; - new and secondhand carriages, Waggonettes and Baskett Carriages, Park and Turn-over-seat Phaetons, 2 and 4 wheeled Dog-carts, gigs, etc.
- 10th. May Pengarrock (or Porthallow) Mill, in the Parish of St. Keverne, to let for 14 years, with an estate of 94 acres known as Pengarrock and Park-an-Fox, situated 11 miles from Helston.
- 7th. June The Native Iron Co. has been formed with a capital of £50,000 in shares of £10 each to acquire the well-known red Hematite mines at Pawton (St. Breock), the brown hematite and magnetic mines of Smallacombe (Nr. Bovey Tracy) now in working operation, and the Atlas tin mine adjoining the latter property. It is hoped for a profit of £25,000 p. a. At Pawton an output of 2000 tons expected at an average profit of 13/- per ton. 10 tons of tin are expected monthly at a profit of £40 per ton. Smallacombe was an open quarry working, although levels then being driven.
- 21st. June Sale of equipment at Smelting Works at Point, Devoran:- including smelting moulds, tram-wagons, 75,000 bricks, and all fittings of wharf and smelting house. J. Taylor and Sons ceasing lead-smelting and de-silvering branches of their business.
- 28th. June "A very fine steamer, the Somer Rostro, built for trading on the Spanish rivers, has just been built by Messrs. Harvey & Co."  
Poldice Mine:- resolved that all underground work should cease, and that all engines and working materials be offered to the Lords. Resolved also that work should continue of the Tolgallow portion of the sett.
- 5th. July Fowey Consols - announcement of claimed discovery of rich tin lodes parrallel to the old copper lodes, but not previously worked.  
West Wheal Tolgus - 8 weekly account; cost of working £2,851 against 318 tons of ore sold worth £1,758. Lord Robartes willing to give up all dues at present.
- 2nd. Aug. The Copperhouse Gas Co., formed last year by the consumers of Copperhouse, has been dissolved and 5/4d. per share returned to the shareholders. The gas is now supplied by the representatives of Sandy's, Vivian and Co.  
Pedn-an-Drea United Mines - worked for a long series of years at a total cost of £372,000 with only £1,423 in dividends to date. Recent breakages in machinery have made it difficult to keep the lower levels unwatered.
- 16th. Aug. Perran Consols - announcement of the formation of a limited liability company to increase the capital. The mine down to the 40fm. level, and a 60" pumping engine, 24" stamping engine with 48 heads of stamps are installed. The lodes run North to South, and the sett is underlaid by the Great Iron Lode.

- 23rd. Aug. Great Wheal Vor United Mines, Helston:- notice given that a reduction in wages of 1/12th would be made at the end of the month, and other mines were expected to take the same course.  
Unity Wood - hands employed; tutwork 60, tribute 40, surface 35 - total 135.  
St. Aubyn United - 45 total.
- 30th. Aug. Sale of Poldice Mines machinery:- including a new 85" pumping engine (9' stroke in shaft, 10' in cylinder, with 3 new boilers), 80", 65", engines, 26" winder, 18" winder, tram-road, timber, etc.
- 13th. Sept. Notice requiring tenders for construction of Account House at Penstruthal Consols Mine, near Redruth; - James Hicks, Architect.
- 20th. Sept. About 50 men their families have this week left the neighbourhood of Callington for the North Lancashire Coalfields. Among them are farm labourers, shoemakers, tailors, etc., and it is said they will be able to earn, their 10s. and 12s. per day, equally as well as the Cornish miner.  
The New Zealand press of May 7th. contains an account of the trial of a Steam Crane at the Christchurch railway station, manufactured by Mr. Thomas Williams, of Christchurch, New Zealand, formerly of Helston. The trial was in every respect perfectly satisfactory, and Mr. Williams was complimented upon the manner in which this specimen of Colonial Industry had been turned out. Mr. Thomas Williams is the eldest son of Mr. Thomas Williams, of the well-known firm of Williams and Son, iron founders, Helston.  
Great Work - to be stopped, with the loss to the area of £11,000 per annum in wages.
- 27th. Sept. Cornish Miners are arriving on the Lancashire Coalfields, and the places of the strike hands are being rapidly filled. In the Liskeard District placards are posted asking for 1000 men, and offering to find work for their wives and families. About 160 men left the neighbourhood last week for Lancashire. The object is to supplant the Unionist colliers.  
The first Mill erected by Sandy, Vivian and Co., and for many years worked by them, is now, after remaining idle for some time, taken in hand by the well-known firm of Hosken and Son, of Loggans Mills.  
Crenver and Wheal Abraham:- expenditure said to have exceeded receipts by more than £4,500 over last 6 months, and an effort made to wind up the company as worthless. Capt Kittow recited the history of the development of the mine and had been convinced it would be profitable in time. But he now felt that with the cost of fuel and labour his advice was that the sooner it was wound up the better. Chairman said the Capt. was a worthy man, but who had his faults, and recorded that the Board had asked for his resignation. Capt. Kittow was accused of not attending to the directions of the Board.
- 4th. Oct. To let for 7 or 14 years, Mylor Mills, with dwellinghouse, cottage, stable and outbuildings, with about 2½ acres of meadow. There are two pairs of stones and an ample supply of water.  
Killifreth:- a new engine has been delivered and the engine-house is in course of construction. The lode at Buckingham's Shaft continues to open out well. In the rise above the 30fm. level the lode is worth for tin £40 per fathom.  
West Basset:- proposed that a new engine should be installed capable of working 100 heads of stamps. £10,000 has been spent by the mine in the last 12 months. They were now discovering 10 times as much tin as they were taking away.  
West Chiverton:- short by 60 hands, and taking on men they would not have looked upon as men 3 years ago. "In the district the people had a rage for going to Durham and to America". The men were allowed to make fair wages - £4 a month. Many men came from Truro and Chacewater. The scarcity was due to the works of the Cornwall Mineral Railway only 2 miles from the mine where 4s. a day was paid.
- 11th. Oct. Sale of Bell Tin Mine, near Lanner, as a going concern. The materials include a double-acting 23" cylinder engine with flywheel, boiler, pumping gear and 16 heads of stamps. The lode now sinking in the shaft is valued at £40 per fm.  
Messrs. Harvey and Co. gave notice to their men on Saturday last that from next Monday they would commence on the nine hours system, beginning work at six in the morning and leaving off at five in the evening, with (as at present) half an hour's break for breakfast and an hour for dinner - finishing work on Saturday at one o'clock. This has come unexpectedly on the men, as there has been no demand made by them on their employers, or any pressure of any kind brought to bear.  
Report of invitation to Burnley of 1000 miners to break a colliers' strike. Said that after one week's payment of the stipulated wage, in the northern "El Dorado", the men have then had to do their best on piecework.
- 18th. Oct. Sale of materials at East Mulberry Mine, Lanivet; including a 30" rotary engine and stamping mill for 32 heads of stamps, railway and other iron train wagons, and a new stamp axle for 16 heads.  
Sale of tin stream works on Menadarva Mill leat at Bush Horne, Nr. Kehelland, Camborne, under lease from G. L. Basset for 14 years from 29/9/1867.
- 15th. Nov. Sale of machinery of Wheal Lucy Mine, Nr. Hayle, including a 20" double-acting rotary engine with crank end for pumping, a 7 ton boiler. To view, apply to Capt. Harris on the mine.  
Wheal Buller:- loss of £1,909 on last quarter. Work suspended in the bottom levels for some months, and it was resolved to sell the machinery and materials of a large portion of the mine.

- 22nd. Nov. Sale of materials of Perran Wheal Virgin Mine, in parish of Perranzabuloe, containing a 60" pumping engine (nearly new) - 10' stroke in cylinder and 9' in shaft - made by Messrs. Harvey, with a new 12 ton boiler.
- 24th. Nov. The Cornish Miners as well as the Devonshire are greatly dissatisfied at the treatment they have received at Barnsley. If they have fare paid they will come back. The labour market in the County is much better than it was owing to the return of a large number of miners from America. In consequence of there being no local support given to the proposed branch of railway between Penzance and St. Just, and the state of the money market, the scheme has been deferred for the present session.
- 6th. Dec. "Tincroft Mine :- during the past few days Blake's stone-crushing machine, which Capt. Teague purchased at the meeting of the Bath and West of England Society at Plymouth, has been working at Tincroft mine with very considerable success. It does a prodigious amount of work in a remarkably short space of time; it crushes with the greatest of ease the hardest stone, and there is no doubt that it will save a vast amount of labour, and therefore money".

P. A. S.

NEW MEMBERS. 12th July 73 to 30th October 73.

Bowles. Mr. F. G.	Bag End, Chapel Hill, Sticker, St. Austell, Cwll.
Brown. Mr. D. W.	3 Parkland Walk, Crewkerne, Somerset.
Barnes. Mr. J. A.	The Spinney, Church Lane, Arborfield, Reading.
Baker. Mr. O. A.	36 Ponsonby Road, Milehouse, Plymouth.
Clarke. Mr. R. G. S.	58 Orpin Road, Merstham, Surrey.
Cheeseman. Mr. B. W. V.	'Kimberley', Farthing Down, Holywell Lake, Wellington, Somerset.
Cundey. Mr. J. E.	179 Sleetmoor Lane, Somercotes, Derby.
Collins. Mr. K. A.	'Trenuffe', Lanner Hill, Lanner, Redruth, Cwll.
Ellis. Major T. F.	Penpol House, Hayle, Cwll.
Ellis. Mrs. R.	Penpol House, Hayle, Cwll.
Ellis. Miss P.	Penpol House, Hayle, Cwll.
Fishwick. Mr. R. C. T.	Northleigh, Hatton, Nr. Warwick.
Giles. Mr. E. A.	66 Payne Avenue, Hove, Sussex.
Garnham. Mr. R.	7 Soper Grove, Basingstoke, Hampshire.
Gilmour, Mr. W. R.	'Meres', Mullion, Cwll.
Hodge. Miss A.	Trannack House, Gulval, Penzance, Cwll.
Hodge. Miss M.	Trannack House, Gulval, Penzance, Cwll.
Howard. Mr. P. J.	9 Carnarvon Avenue, Enfield, Middlesex.
Hicks. Mr. F. J.	36 Mount Wise, Newquay, Cwll.
Henderson. Mr. J. M.	Boscovva, Kenwyn Road, Truro, Cwll.
Humphries. Mr. R. W.	32 Polsue Way, Tresillian, Truro, Cwll.
Hills. Mr. J. G. B.	Oakmere, Cadogan Road, Camborne, Cwll.
Holt. Mr. R. L.	25 Mongleath Close, Falmouth, Cwll.
Hall. Mr. A.	'Whispers', Bell Lane, Lanner, Redruth, Cwll.
Johnson. Mr. R. T.	189 Esselen Street, Sunnyside, Pretoria, Transvaal, S. Africa.
Jackson. Mr. D. R.	Mill House, Combe Raleigh, Honiton, Devon.
Jackson. Mr. G. S.	26 Victoria Road, Three Milestone, Truro, Cwll.
Knight. Mr. & Mrs. J. J.	49 Clare Road, Prestwood, Gt. Missenden, Bucks.
Keen. Mr. N. I.	7 Higher Terrace, Ponsanooth, Truro, Cwll.
Moyle. Mr. W. J. H.	Tregarlan, Carlidnack, Mawnan Smith, Falmouth, Cwll.
Moore. Mr. P. G.	Pine Cottage, Gwindra, St. Stephen, St. Austell, Cwll.
Morris. Mr. C. D. J.	37 Southdown Road, Shoreham By Sea, Sussex.
Penaluna. Mr. G. C.	Wheal Rose Coach Works, Scorrier, Redruth, Cwll.
Pascoe. Mr. G.	East Langarth, Three Milestone, Truro, Cwll.
Pascoe. Mr. E. A. C.	Carnglaze, St. Neot, Cwll.
Piffard. Mrs. M. M.	12 Stafford Road, Twickenham, Middlesex.
Paul. Mr. J. K.	Bosken, Polgooth, St. Austell, Cwll.
Quirk. Mr. R.	33 Chapel Street, Dalton-in-Furness, Lancs.
Robinson. Mr. A. C.	'Tolvean', 23 Lariggan Crescent, Penzance, Cwll.
Robinson. Mr. J. C.	The Science Museum, Exhibition Road, London.
Storer. Mr. J. A.	10 The Laurels, Rayleigh, Essex.
Sheppard. Mr. P.	Old Post Office, Gornan, St. Austell, Cwll.
Thomas. Mr. P. V.	'Coldwells', Pelynt, Looe, Cwll.
Taylor. Mr. C.	Jan Jira, Carbis Bay, St. Ives, Cwll.
Thomas. 'Prof. A. C.	Lambessow, St. Clement, Truro, Cwll.
Tait. Mr. R. B.	13 Howe Crescent, Corby, Northants.
Treloar. Mrs. D. M.	Lesceave, Hendra Lane, Ashton, Nr. Helston, Cwll.
Tyler. Mr. W. C.	'Ambergate', Tregwithen Road, Camborne, Cwll.
Thornton. Mr. A.	7 St. George's Close, Cam, Dursley, Glos.
Wallace. Mr. L.	'Trelyn', 19 Trefusis Road, Redruth, Cwll.
Voisey. Miss. L.	30 Falmouth Road, Redruth, Cwll.

Voaden. Mr. W. J. 8 Quay Road, Charlestown, St. Austell, Cwll.  
Edmonds. Mr. E. W. A. 'Newlands', Tarrandean Lane, Perranwell Station,  
Truro, Cwll.  
The Librarian. Cornwall Technical College, Redruth, Cwll.  
Hender. Mr. R. A. C. 4 Summerland Terrace, Combe Martin, Devon.  
Kempe. Mr. B. J. 61 Laira Bridge Road, Prince Rock, Plymouth.

A complete list of members of the Society as at Jan. 1st. 1974 will be included with the February Newsletter. Members are particularly requested to inform the membership secretary, Mr. R. Thomas at the Holman Museum, Camborne as soon as possible of any alterations which may be necessary.

#### MEMBERS' QUERIES

##### Cornwall Electric Power Company.

Our member E. W. A. Edmonds of 'Newlands' Tarrandean Lane, Perranwell Station, Truro, would value any information that members could give him about this company, or about any mine that generated its own electricity in the 1900-1930 period. Particularly wanted are photographs of any electrical equipment of that time. Finally, anything in writing issued by the Cornwall Electric Power Syndicate Ltd., between 1902 and 1908.

##### Oatey and Martyn, Iron Founders, Wadebridge.

Would any member having information about this foundry, please contact the Secretary, particularly as to photographs, newspaper references, and known examples of work carried out, still surviving.

##### The Concorde Fishing Company of Porth & The St. Columb Major to Porth Canal

Dennis Benney c/o Ralph & Co., Solicitors, Padstow would like any information on these enterprises.

##### Trevaylor. Gulval.

In the garden of this house, between the 300' and 325' contours (o. s. 2½" SW 43: 46853245 approx.), is the remains of a leat, about 3' wide. Any information as to where the water was taken and for what purpose to Justin Brooke, Chymorval Vean, Marazion (telephone Marazion 710 468) please.

(A leat from Trevaylor, which is probably the one referred to, fed a tank in the field above my house, and was used until quite recently by us and by Lower Trevaylor Farm. J. Hodge).

##### Wanted.

Hand-driven chaff cutter in working order. Offers to Justin Brooke telephone Marazion 710 468, please.