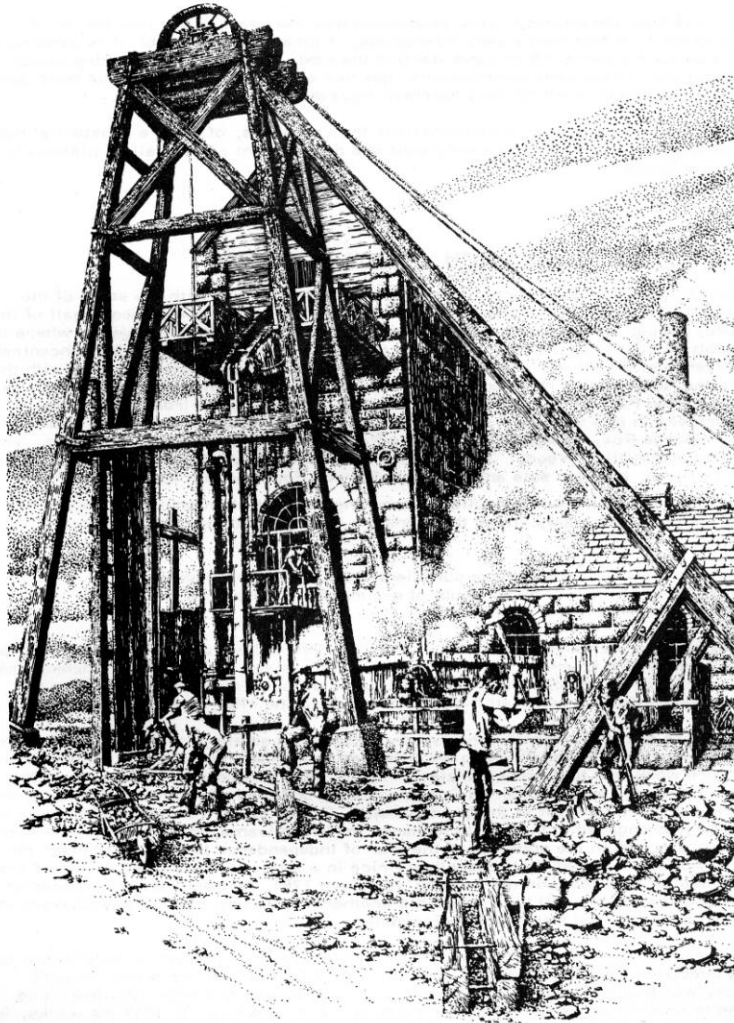


THE TREVITHICK SOCIETY

NEWSLETTER NO 8

FEBRUARY 1975

Edited by J. Hodge at Trannack House, Penzance



East Pool Mine, Cornwall, 1870.

(Illustration provided by Peter Young)

1

Members will be delighted to hear that rapid progress is now being made by the National Trust at East Pool in building a new boiler house, complete with Cornish boiler - this will be finished before the summer and will be an accurate replica of the old boiler house in most respects, especially in the materials used.

Also work is being put in hand to get the engine running, with an electric motor drive onto the fly-wheel shaft, which will of course be concealed. Both these projects are being carried out with the active advice of the Society, particularly Jack Trounson, Douglas Harris and Gordon Richards. So watch out for big queues on the A30 at Pool in the summer - but by then the new Camborne bypass should be open.

As you will see from the heading, this issue completes two years of the new series of Newsletters. Editing them has been a very interesting, if time-consuming job; it is amazing how short the time is between completing one and starting the next. I have enjoyed making contact with a number of members who have sent contributions, queries and suggestions and have much appreciated the encouraging comments which many members have made.

In this issue are included several contributions from members, of a more substantial nature than we have received before. This is a very welcome development and I shall be pleased to receive more in the future.

Jim Hodge.

THE NEATH ABBEY IRONWORKS

The industrial history of the county of Cornwall is closely linked with the story of the industrial development of the Neath Valley in South Wales. As early as the second half of the sixteenth century copper ores from Cornwall were being smelted in the Neath Valley where there was a ready supply of coal. In the late eighteenth century we find copper smelting concentrated around the confluence of the Rivers Clydach and Neath at Neath Abbey. Hand in hand with the copper industry the Neath Valley had played host to an appreciable iron industry and this was further augmented when Fox and Co of Falmouth acquired the lease of an ironworks at Neath Abbey. The partners in this venture were George Croker Fox, Robert Were Fox, Thomas Were Fox, Mary Fox, George Fox, Thomas Fox, Edward Fox, Peter Price, Samuel Tregelles, Thomas Wilson, John Gould and William Wood. The main purpose of the Neath Abbey concern at this time was to produce pig iron, both for sale and to supply Perran Foundry with its raw material.

In 1792 Boulton and Watt were consulted concerning the cost of an engine to provide the blast at Neath Abbey. The letter clearly stated the plans the company had for their furnaces at Neath Abbey.

'We propose to erect two and to have sufficient blast for three; indeed of such power as there will be no doubt of our making one hundred to one hundred and ten tons (of iron) a week'.

The two furnaces were completed by the Summer of 1793 and were soon in production, being blown by Boulton and Watt's double acting engine which had a steam cylinder of 40 inches diameter and an air cylinder of 70 inches diameter. In 1794 Edward Fox resolved to retire from the company and he offered Boulton and Watt his $\frac{2}{100}$ share, but the offer was refused.

The early years of the nineteenth century saw a change in strategy of this Welsh/Cornish Company, and the sending of Peter Price to Neath Abbey as manager in 1800 was a clear indication of where the future work was to be concentrated. Price, who was born in Madeley in 1739, received his early training as a moulder at Coalbrookdale, and then moved to the Carron Ironworks, where he became a foreman in the boring shops. Price left Britain about 1769 to go to America where he was engaged in putting up furnaces in Pennsylvania, Maryland, N. Carolina and Virginia, but returned on the outbreak of the War of Independence to become agent to the Dale Company in London. James Watt described Price in a letter to Boulton as 'a man of character and a great deal of knowledge in the foundry way'. In 1781, he married Anna, sister of Samuel Tregelles of Falmouth, and then joined his brother-in-law and their fellow Quakers in initiating the Perran Wharf and Neath Abbey Foundries.

The early years of the nineteenth century saw the Neath Abbey concern change from a bulk ironworks to a precision engineering establishment. In 1810, Peter Price's son, Joseph Tregelles Price, was placed in charge of several small collieries, and from this time on he gradually began to take more responsibility for running the ironworks. In 1817 the works, for some reason, was up for sale and was advertised as consisting of two blast furnaces, a very extensive foundry, a powerful boring mill and an excellent site for a rolling mill. The works was taken over by Joseph T. Price, his brother Henry Habberley Price, Alfred Fox and Thomas were Fox. After 1817 the venture at Neath Abbey was commonly known as the Neath Abbey Iron Company. Under successive generations of Prices and Foxes, the works rose to become one of the greatest engineering concerns in Britain, building stationary and marine steam engines, railway locomotives, ships and gas making plants. The company expanded not only at Neath Abbey but on various other sites in the Neath Valley. By 1840, the Neath Abbey Iron Company

2

had acquired a rolling mill and blast furnaces near the mouth of the River Neath at Briton Ferry, and in the early 1840s, they acquired an ironworks at Abernant near Glynneath, where they built three blast furnaces. The company must have been a very large venture for, together with these developments, the concern also held numerous coal mines and iron ore levels within the Neath Valley. The Fox and Price interests in fact had to be divided into four companies based at Neath Abbey, among which were the Neath Abbey Iron Company, the Neath Abbey Coal Company and the Abernant Iron Company. The Neath Abbey Iron Company existed up to 1874 when the Quakers closed the works; an attempt was made to revive the industry by some local men but it was again to close around 1885.

However, the achievements of the Neath Abbey Ironworks were immense. At its peak, the Neath Abbey Iron Company was building some of the largest and finest steam engines in Britain. The works had received early patronage from Richard Trevithick, building for him some of his early high pressure whim engines. In 1813 Trevithick offered the company the contract for the six engines to be supplied to Peru. The works was also associated with the eminent Cornish engineer, Arthur Woolf, and many of his early compound engines were built at Neath Abbey, including the first Woolf compound to be used for pumping in Cornwall. In 1820 the works was to build Woolf's 90 inch engines for the Consolidated 2 Mines at Gwennap. These engines were to be described as half as powerful again as the largest steam engines elsewhere.

The shipbuilding side of the business met with equal success, with Neath Abbey building its first paddle steamer in 1817. In 1851 the works built a pair of 18 inch high pressure marine engines for the Great Exhibition at Crystal Palace. It was also in the 1850s that the works is described as building some of the largest ships in Britain. One of these was the Ellen Bates, built in 1856 for James, Bates and Co. of Liverpool, and described as an iron clipper ship capable of carrying 3,000 tons.

The building of railway locomotives was also another important feature of the Neath Abbey story. Francis Trevithick writes of renewing a long idle locomotive in 1836 while working in Wales. He describes this engine as being built at Neath Abbey on Trevithick's plan. Several early locomotives were built for the Dowlais Iron Company which included one of the earliest locomotives to be built with articulation which took the form of pivoted bogies. The works also built early examples of locomotives with horizontal cylinders and, in 1834, built the Camel for the Bodmin and Wadebridge Railway. The engine made its first trip on the 4th July, 1834, the first railway locomotive to run in the West Country.

Much still remains of the works, the two furnaces still stand, the finest examples in Britain of iron furnaces of the period and a fitting reminder of a Cornish/Welsh venture which held a world wide reputation as precision engineers.

Laurence Ince.
September, 1974

REFLECTIONS ON THE GAS INDUSTRY IN CORNWALL

It has often been stated that William Murdoch (a Cornishman!) invented gas lighting in 1792. In fact, the Chinese were aware of the occurrence in nature of combustible gas, indeed collected it from marshes and ignited a flame at the end of a bamboo tube, a thousand years ago.

The first recorded instance in Britain of gas being produced as an illuminant is contained in a letter written to the Royal Society in 1688 by the Reverend Doctor John Clayton (d. 1725) Rector of Crofton, Near Wakefield. An early pioneer was George Dixon who lit a room with gas at Cockfield Co. Durham in 1760. Five years later, Carlisle Spedding lit his office with gas and offered to light the streets of Whitehaven in Cumberland. In 1782, the ninth Earl of Dundonald, Archibald Cochrane, made a coke oven at his Culross Tar Works in Fifeshire and burnt gas he produced from it. From this period onwards, other experiments were made in Europe, notably by Philippe Lebon in France and Jan Minckelers in Holland.

William Murdoch, described in 1939 as "the greatest mechanical genius that Scotland produced" by his Biographer, E. F. Armstrong, was born in 1754 at Bellow Mill, Ayreshire, the third child of John Murdoch and his Wife Anna Bruce. In 1777, William left his father's cornmill to seek employment at the then Premier Engineering works of his time, the Soho Foundry in Birmingham of Boulton and Watt. That firm sent him to manage their office at Redruth in 1779, and in 1785 he married Mary Painter (or Paynter) daughter of a local mine captain, and they set up house in Cross Street where she bore him four children in five years and died in 1790, probably at the time of her fourth childbirth.

The following year, Murdoch was still living at that house in Cross Street, his mother-in-law looking after the two boys (two had died in infancy) William aged three and John who was a year old.

James McCash relates in his story - "William Murdoch; Faithful Servant" - "Alone and in his spare time he experimented with domestic kettles of various gas feed-stocks, both vegetable and mineral, and burning the ensuing gas. He decided that, of wood, peat, and coal, the latter was the most suitable raw stock from the points of view of light brilliancy and cost. He designed and built in the back yard, prototype generating, water-washing, stoking and distributing plants

and both fixed and portable burners. Then he publicly demonstrated the efficiency of coal gas as an illuminant by using it in the house and office in 1792, the furthest burner being about 70 feet from his vertical cast iron retort. This is the first practical application in the history of coal gas lighting." About two years later, Murdoch informed his employers of his successes and suggested that if the invention could be developed, it would be far cheaper than sperm whale oil lamps or tallow candles. Boulton and Watt were not impressed, and Murdoch returned to Ayrshire in 1797. He was however on their payroll again at Soho the following year, and there constructed a gas making plant to light permanently one of the Soho Foundry buildings. The house in Cross Street, Redruth bears a plaque to the memory of Murdoch, erected by Tangye Bros., the Birmingham Engineers.

Earlier in this decade, the Fox family of Falmouth associated with Peter Price and the Tregelles family had established their Foundry at Perran Wharf in 1791 and W. B. Tregoning Hooper, a founder member of the original Cornish Engines Preservation Committee in October 1935, wrote in 1938 or 9 that he believed that the first practical gas works to be constructed in Cornwall was at this Foundry about 1799. It provided light both for the Foundry and the workers' cottages. It is of interest to note that William Murdoch's father John had made the patterns and core boxes for the first cast-iron mill gears made at the Carron Iron Works established in 1759 at Falkirk. Peter Price, trained at the Darby Foundry in Coalbrookdale, afterwards went to the Carron Ironworks, subsequently becoming Darby's London Agent before joining the Fox Foundry at Perran. It was perhaps these links between the Murdoch family, Carron and Perran, that produced the earliest gas works there.

Gas was soon to be recognised as the new form of energy. About 1800 Philippe Lebon then of Brachay in France, was granted a patent for a spark-ignition gas engine, and it was his suggestion to light Paris streets that decided the Soho Company to develop gas making equipment. In 1802 they illuminated the facade of their works to celebrate the Peace of Amiens, and six years later London's Pall Mall became the first street in the world to be gas lit.

The third recorded instance in Cornwall of gas lighting was in 1817, when according to John Allen the Liskeard historian, M. J. Wynn, Landlord of the Falmouth Royal Hotel installed a plant to light his hotel rooms. Later on, he formed a gas Company in Falmouth with an engineer, E. Gilbert, to light the streets of that town in 1830 - Harvey's Foundry at Hayle supplying the works.

Cornwall was now becoming a foremost Industrial area with tremendous developments in mining, quarrying, china clay and port development, railways too were beginning to be built. What more natural then for Cornish business interests to take hold of this new form of energy and develop it in every town; and over the next nine decades twenty-eight separate gas making plants were constructed to serve every town in Cornwall, several of them associated, as in Perran and Soho, with the local Foundry undertakings.

The earliest records are not easily discovered, but with assistance from the South Western Gas Board (to whom the Author's thanks are due) the development of these Cornish undertakings is approximately as follows:-

In the 1820s, the Falmouth Engineer, Mr. Gilbert, introduced gas in Truro about 1822 and about the same time the Helston Gas Works was established. Another gas engineer, John Reed, Proprietor of the Redruth (Reed) Foundry, constructed the Redruth Gas Works, fittingly in view of Murdoch's pioneering work, in 1826, and this was opened in January 1827.

More rapid development followed from 1830, the Penzance Gas Company starting that year with its works located on the Harbour side with easy access for sailing schooners bringing in coal stocks from South Wales and elsewhere. Launceston followed in 1834, the plant being designed by Messrs. Waygood and Porter, Engineers, of Beaminster in Dorset. Did its coal come into Bude and reach the works via the 30 miles of canal to Druyton Wharf? Camborne, now becoming very important as a centre for engine manufacture, fuses, boilers and waterwheels, quite apart from its mining, was to have its first gas works built at Tuckingmill by Mr. R. Richards, also in 1834, and St. Ives followed the following year.

In 1827 the Charlestown factory was established by J. & R. Michell and was taken over by John Thomas of Redruth in 1835. The following year this Foundry constructed gas works to supply St. Austell, though at a later date (1870) the St. Austell Gas Co. was formed, and their works were located at West Bridge, connected with Pentewan Harbour by railway. In 1839, Jessie Adams of Stonehouse built Liskeard's first works. Allan recorded fifteen years later that the Liskeard Company supplied gas for 44 public lights and 110 private "metres" (sic) at a cost of 8s. 4d. per 1,000 cubic feet. The works had seven iron retorts operating in winter and two in the summer and used 200 tons of coal a year, brought by sea to Looe and then up the Looe-Moorswater Railway line.

Another Foundry to participate in gas making was at Wadebridge, owned by William Oatey, (afterwards Oatey & Martin) and established in the early 1840s, afterwards becoming the Wadebridge Gas Company Limited in 1914.

By the turn of the half century, 12 Cornish towns had been provided with gas, and East Cornwall followed with the construction of works at Callington about 1853, and in the mid 1850s John Jago constructed gas works at Torpoint (believed to be in 1856) on land forming part of the Quay and foreshore adjoining the ferry that he had leased in 1849 from W. H. Pole Carew of Antony. By 1873 shops and buildings were lit by this gas and 11 years later street lamps were

installed which cost the ratepayers £90 per year. In the far west Nicholas Holman had established his Foundry in the Tregeseal Valley at St. Just in 1834 and in 1860, following the lead set by other Cornish foundries, constructed a gas works there to supply the town, then a thriving mining area. About this year, too, new gas works were built for Penryn town in Budock Parish at the place still known as "College", a reminder of the former Glasney College established in 1265 by Bishop Bronescombe of Exeter.

Next in order, came Lostwithiel when the Gas and Coke Company was formed in 1858, and according to the Gas Board, began to supply gas by 1865. The Saltash Gas and Coke Company followed in 1862, followed by the works at Looe three years later operated by the Looe Gas and Coke Consumers Company Limited. The Padstow Gas Company was established in 1868 subsequently linking up with St. Columb Gas Works operating in that town from about the same year. The Bodmin Gas Consumers' Company started soon after.

On the west bank of the River Tamar at Gunnislake there is still to be seen a solitary gas holder, all that remains of the gas works opened by the Gunnislake Gas & Coke Company in 1872 and which was supplied with coal by barges until about 1914. These barges obtained access to the wharf through a short length of canal cut during the first decade of the century to make navigation possible upstream of Gunnislake Weir.

Harrods' Cornwall Directory published in November 1878 records that in Newquay gas works have been constructed". The Newquay(Cornwall) Gas Co., being formed in 1893. The Branch railway line from Par for passengers had started two years earlier.

The "new town" of Hayle, so dynamic a part of Cornwall's Industrial Revolution between 1770 and 1870 saw the establishment of two famous foundries, Harvey's at Foundry, and Sandys Carne and Vivian's at Copperhouse. In 1830, Harvey's made new gas making plant for works established that year in Penzance and Falmouth, and Edmund Vale, the Harvey Biographer, states that the foundry was lit by its own gas plant a few years later. The Royal Cornwall Gazette noted in August 1873 that the Copperhouse Gas Company formed in 1872 had been dissolved, and gas was now being supplied by the Representatives of Sandys Vivian and Co., this Company selling up in 1875. The Hayle Gas Company Limited was formed in 1889 and its works adjoined the level crossing where the Hayle Wharves Branch of the old G. W. R. crosses the A. 30 at the mouth of Copperhouse lake over a swing bridge.

The last three works to be built were at St. Blazey in 1892, Fowey the following year, and finally at Bude where the Gas Company started operating in 1908. Two years prior to this, William Plummer of Mount Hawke is said to have constructed the first carbide gas works to illuminate a public building in Cornwall, the local Wesleyan Chapel. About 1910 or 11 a Company was started at Camelford, the Camelford Acetylene Gas Company Limited to provide gas for domestic and street lighting. The plant, on the site of a Chapel, dedicated to St. Thomas a Becket, operated for over 20 years until the advent of Rural electrification in the 1930s, and was an almost unique undertaking.

The use of coal gas as an illuminant was first demonstrated publicly in Cornwall in 1792. The last hand-fired gas making plant in S. W. England ended its days at Torpoint at Michaelmas 1969, and eight months later, when gas making ceased at the Bude works in May 1970, it ceased entirely in Cornwall after six generations of operational works.

The South Western Gas Board with H. Q. at Bath took over all the privately owned Gas Companies and plants on Nationalization in 1949, and in 1969 held what minute books were handed over to them, the earliest being Lostwithiel (1858), followed by Looe (1865), Falmouth (1866) and St. Austell (1870).

During most of the Victorian era it is reasonable to state that a great proportion of buildings in Cornish towns were lit by gas; to be gradually supplanted by electricity from Edward VII's reign. Nevertheless, gas continued to be made for many years, and in Penzance, for example, complete new plant was installed in 1938. In many small country towns like St. Columb, the original retorts of the mid-Victorian period continued to function well on into the 1950s.

Gas has suddenly become a vital fuel in Britain, and with the use of natural gas obtained from under the North Sea and brought ashore on the Norfolk coast, the Industry has financed the National Gas Grid from which this gas is transmitted to Cornwall. In all those towns(excepting St. Just and Camelford) whose former Gas Companies pioneered the industry so long ago, natural gas is now available. There are still the visible signs of the old works, the familiar gasholder, to be seen at Bude, Falmouth, Gunnislake, Helston, Launceston, Liskeard, Looe, Newquay, Penzance, St. Ives, Saltash and Truro. In the other fourteen towns, gas is supplied by high pressure grid main, a district governor reducing the pressure for local consumption.

Peter Laws: 1974

THE UNACCEPTABLE FACE OF CAPITALISM

In the 19th century the various statutes governing trading and limited companies generally, owed their birth to the questionable - to say the least - practices which existed in commerce, and in which Mining companies appear to have played a significant part.

In *Great Wheal Polgooth v Lewis* (1883) L3 CH42, it was held that anyone who acts merely in a professional capacity as a servant of a promoter e.g. solicitor or accountant was not himself a promoter and liable as such. This case, it may be noted, arose as a result of a meeting held at Polgooth Inn, where intending subscribers were induced to take shares in the Mine company after having been liberally applied with local ale!

Moreover, in another case that of (*Emma Silver Mining Co v Lewis* 1879) 4. CPD 396, it was held that the term 'promoter' involves positive steps i.e. to actually "float" a company. This latter case was a fraud from beginning to end, the only "mine" that ever existed was a mere hole in the ground some 30' deep.

Fraudulent Share Issues were commonplace. One case is especially worth mentioning, that of *Reuben v Great Fingal Consolidated Mines* 1906 A.C. 439 concerning estoppel as to title; the company was exonerated and was not estopped from denying the validity of the share certificate. It transpired that the Secretary, without the Company's authority, had issued the share certificates, affixed the seal and forged the Directors' signatures!

Subscribers too, did not escape criticism, in so far as the doctrine of ultra-vires (limitation of powers) was concerned. The Memorandum and Articles of Association of a company are public documents and are available for inspection, so anyone dealing with a company must be assumed to have read its Memorandum and Articles and understood them according to their proper meaning. *East Holyford Mining Co. v Mahoney* (1875) LR 7.H.L. 869 where the company took powers to act as smelters in addition to mining was of interest in this context.

In another famous case *Morvah Console Tin Mining Co. v McKay* (1875) 2CH D. 1. a Company Secretary's duties were equated with those of directors so far as his actual or ostensible authority was concerned.

Irregularities in liquidations of companies came in for censure in *Re: North Molton Mining Co.* (1886) 54 LT 602 - which concerned a brief re-working of the Bampfylde Copper Mines. A liquidator may be removed by the Court where he was unwilling to prosecute a claim, which should have been prosecuted, against directors with whom he was on friendly terms - payments of "hush" money!

The greatest shortcoming of the Cost Book System and of many early Limited Companies too for that matter, was failure to provide any, or adequate provision for depreciation of plant or depletion provision for the inevitable exhaustion of the mine. Profits were divided "up to the hilt" and very few reserves were ever created.

As a result of litigation, the following propositions were laid down:-

- (1) Dividends may be paid out of profits without first making good a loss of fixed capital.
- (2) Dividends may be declared out of current profits before making good losses of previous years; this may however be unwise e.g. in present (1974) inflationary conditions where plant can only be renewed at enhanced prices.
- (3) Subject to the Articles of Association or the Deed of Settlement, dividends may also be paid out of realised profits on capital assets.

The fact that companies working wasting assets (mines or quarries) are not required by Statute to provide a depreciation fund, had one interesting sequel in *Lawrence v West Somerset Railway Co.* (1918) 2. CH. 250. The W.S. Railway Co. agreed to allow the Ebbw Vale Railway Co. to have the use of its railway for the yearly sum of £5,575 until 1919. This £5,575 was distributed by the W.S. Company in payment of interest on its debentures and management expenses and the balance was distributed as dividend to its shareholders.

Since 1898 the railway had been abandoned, and when the annual payment £5,575 ceased, the W.S. Railway Co. would have no assets. The debenture holders brought the action to prevent further distribution of dividends until the capital had been secured. The action failed, the as the W.S. Railway Co. was not bound to retain the surplus until the capital sunk into its railway had been restored.

H. R. Shambrook. 6 Dec. 1974

CORNISH INDUSTRY 100 YEARS AGO

(Royal Cornwall Gazette - October 1874 to March 1875)

1874

- October 3rd Cornubia Tin Mine, Roche, for sale with a 50" pumping engine.
 " Great Beam Mine, Roche, for sale with a 72" pumping engine.
 A meeting has been held at Launceston to address the Board of Trade on the advantages of a narrow guage link with Lydford, bringing London 60 miles closer via Salisbury.
- October 10th Lezaren Stamps, for lease, 7 or 14 years, with a waterwheel and a water supply sufficient to drive 6 heads all year round. Situated near Porkellis and the Wheal Basset and Grylls Mine. By tender stating the highest rent.
 " The Park of Mines, Nr. St. Columb: - producing 1 ton of black tin per day, held in 30,000 shares - mainly by residents of Sheffield.
 " The St. Stephens Tin and Copper Mine Co., Ltd.: - about to start a new pumping engine on a new part of the sett known to have yielded large quantities of nickel.
- October 17th Sale of 542 shares in the china clay and stone company of Elias Martyn and Sons Ltd. The Capital consists of 10,000 shares of £5 each, of which £2-10-0 has been paid up.
 " West Caradon Mine: - materials for sale, including a 30" pumping engine and 24" winding engine.
 " Coal in Truro being sold at £1-6-8 per ton and 1/8d for delivery. Only £1 per ton at Plymouth.
- October 24th An advertisement for 10 first rate miners to go to the Cape of Good Hope.
 " Wheal Uny: - King's Shaft completed to 140 fm. level. The main beam of the pumping engine had recently broken, and 80 tons of tin had been sold in the previous quarter.
- October 31st Materials for sale on Boscean and Wheal Call parts of Cunning United Mines, St. Just.
 " Steam Engine Inn, Carharrack, for sale, including Brewing utensils, viz - "100 gallon copper furnace, with brass tap (nearly new): Copper pump, cistern and tap, new mashing tub, 2 coolers, 6 butts, 6 still with drawers, sundry beer barrels, horses, etc".
 " To let by tender, for 14 years, Star Hotel, Penzance, with Cellars and Brewhouse, formerly in the occupation for many years of the late Mr. Thomas Pool and now Mr. George Pool whose term therein expires at Christmas next.
 " Tremenheere Mine, Wendron, to be abandoned.
 " Wheal Ludcott, St. Ives, to be reworked 8 years after the last working when large deposits of silver were discovered.
 " Old Great Work, Breage, to be reworked.
- November 7th For sale at Exchequer Quay, Penryn, Baltic timber and Staffordshire Crown Iron and Welsh Iron. (in bars)
 " For Sale:- Hallow, Burney-house and Langew Iron Mines; 19 years unexpired, red and brown hematite; in parishes of Roche and Withiel; property of Mid-Cornwall Mines Ltd., whose offices were at 40 Brown Street, Manchester.
 " £2500 to be lent on mortgage at 4% - apply to Mr. W.D. King, Solicitor, Camelford.
 " Sale of Wheal Mary Ann Mine (Trelawny part) 1½ miles from Menheniot station on the Cornwall railway with a 50" pumping engine of 10' stroke, and a 20" horizontal winding engine of 5' stroke.
- November 14th Wheal Agar: - the Darlington boring machine is to be introduced to expedite the sinking of the engine shaft.
 " Wheal Peavor: - lode proved to be 60 fms. in length with the engine house centrally placed and the lode worth £150 per fm. at the bottom of engine shaft.
 " East Pool Mine: - as the eastern mines were stopped it had been necessary to build 8 dams at a cost of £500. In addition the running in of a shaft at Wheal Agar had blocked an adit and cost another £500 to repair as well as causing flooding in East Pool. The engine had been increased to 11 strokes per minute as a result of a second very wet winter. The cost of coal to the mine had increased by £3600 over 12 months.
- November 21st Trebarvah Mines, Nr. Marazion, for sale:- 48½" pumping engine of 7' stroke, 16" steam whim of 4' stroke; iron, tin and copper lodes.
 " Capt. Teague stated - "The labourers were getting more contented and they were a better class of men for less money. Average wages of tutwork men in Cornwall were 2/7½d per day and of tributers 2/3d". In other districts the miner obtains over 6/- per day.
- November 28th St. Dennis Consolidated Mines: - recently formed to work Wheal Mary and other tin mines in St. Dennis. Now constructing a tramway to bring the tinstuff to the stamps.
 " Penstruthal Consols: - during the last year a steam engine has been erected, dressing floors laid down, 32 heads of stamps put in, and a calciner and tin house built. £1943-16-0 profit shown on the previous 15 months working and a shaft sunk 40 fms. on the lode - paying for the cost of sinking. Capt. Teague reported that assets were worth £27,000 and working costs £250 per month.
- December 5th Messrs. Blacker & Venn, Juniors, in succession to their parents at the Truro Pottery Lemon Quay, carried on by their parents for upwards of 50 years.

December 12th Excelsior Tin Stream Work on Red River for sale with an 1873 Tange & Bros. J. engine of 12" cylinder and an 8 ton boiler tested at 80 lbs per sq. inch, undershaft, dipper and lifting wheels, 9 small waterwheels, 334 Ragg and cleaning frames, Borlases, Martins, Central head and square buddles, and 3625' of launders.

1875

January 9th Sir Frederick M. Williams, Bart., M.P. for Truro, a director of Planet Silver Mining Co., which plans to acquire some mining property in Colorado.
" Sulphur Mundic discovered at Nangiles Mine.
" Sale of New West Rosewarne Mine, Gwinear, with a 30" pumping and stamping engine with flywheel, 2 x 12 ton boilers, 16 heads of stamps, and 2 beams - also 5 buddles, 24 double ragg frames, 20 single, 2 waterwheels, etc.

January 9th Sale of North Wheal Crofty Mining Co. :- 1 x 80" pumping engine, 9' stroke, with 1 x 28" stamping engine, 2 x 10 ton boilers, flywheels and 40 heads of stamps. 1 x 24" winding engine, flywheel, and an 8 ton boiler. Offers to be addressed to the Liquidator.

January 22nd Pursuant to a Decree of the High Court of Chancery made in a cause of Marrack-v-Baker 1872, M175:- at the Cornubia Hotel Copperhouse, Hayle, for sale in 40 lots, the engine works, Brass and Iron Foundries, Hammer Mills and Premises, constituting Copperhouse Foundry, being carried on for the past 50 years under the style of Sandys, Vivian & Co., with ship building yard, Ropery, Gasworks and about 140 dwellinghouses and cottages with the estates of Trevassack and Ventonleague (being 40 acres - 47/60ths of which we held for the remaining 904 years of a 999 year lease at a peppercorn rent; the remaining 13/60ths being held in Fee). The West Cornwall Railway runs through the property.

January 30th Mrs. T. Laury retiring from the Dye Works, Pydar Street, Truro in favour of James Steeman who has been associated with the works for 35 years.

February 6th To Let:- timber yard between St. Austell street and the Truro river, by George S. Arnall; originally a lime kiln was on the premises and could be rebuilt on its original site.

February 20th Rocks Tin Mine, St. Austell, for sale, with a 29" rotary steam engine, 2 flywheels, a 10 ton boiler, and 4 x 12-head iron stamps head axles.

February 20th Podmin and Wadebridge Railway - employees; 7 Station masters, 4 mechanics, 1 driver, 6 platelayers, 1 accountant - in total of 30.
Cornwall Railway - employees; 16 Station masters, 22 Clerks, 44 guards, 10 signalmen, 78 porters & messengers, 55 mechanics, 96 platelayers - in total of 466.
East Cornwall Mineral Railway - employees; 2 Drivers, 6 platelayers - in total of 28.
Liskeard and Caradon Railway - employees; 3 Station masters, 12 guards, 2 porters, 1 mechanic, 1 driver, 12 platelayers, 1 policeman - in total of 47.
Liskeard and Looe Union Railway - employees; 1 Station master, 8 platelayers - in total of 17.
Lostwithiel and Fowey Railway - employees; 5 porters or messengers, 3 platelayers - in total of 13.
Redruth and Chacewater Railway - employees; 2 guards, 2 shunters, 24 porters, 10 mechanics, 6 platelayers, 12 gatekeepers - in total of 70.
West Cornwall Railway - employees; 13 Station masters, 5 clerks, 2 signalmen, 96 porters and messengers - in total of 159.
Total County Railway Staff - 730.

February 27th 5 women burnt to death on the preceding Saturday (Feb 20th) at Wheal Unity Safety Fuse Factory, St. Day, belonging for the last 2 years to Sir F.M. Williams, Bart., M.P., and previously E.H. Hawke & Son of Tolgulla and then later by Mr. Fox. A foreman and 12 women were employed at the works, which had been established more than 20 years before. The ages of the women killed were 40, 16, 15, 30 and 17. The whole of the building was burnt down, and Sir F.M. Williams was "on the spot on Saturday and was deeply affected" and later attended the inquest when the Jury expressed itself satisfied as to the safety procedures which included the provision of safety doors, wearing of slippers and a recent government inspectors visit.

March 6th Sale at the Basset Foundry, Nr. Devoran, of materials including "several valuable drilling, screw and other machines, crabwinches and cranes, an immense quantity of useful and well made iron and wool patterns" wrought, cast, and faggotted iron, tram railroad, blast furnaces, etc.

March 20th The Janie Banfield, of Hayle, wrecked on the island of Nissira, Nr. Rhodes.

Paul Stephens.

Membership List – New Members and Corrections.

Hammer. Mr. J. D. 21 Pembroke Road, South Norwood, London SE25.
Palmer. Mr. A. J. 1 Whitley Barn, Tresarrett Bodmin Cornwall
Brooks, M. A. W. Box 710, Luanshya, Zambia.
Warry. Mr. P. J. 11 Broadshard, Crewkerne, Somerset.
Elick. Mr. C. R. 147 Whirlowdale Road, Sheffield, Yorks.
Cotton. Dr. M. T. 76 St. Clements Close, St. Clements Hill, Truro, Cwll.
Hodding. Mr. H. R. M. 7 Piazza, St. Ives, Cwll.
Bayliss. Mr. J. L. 117 Sherwood Road, Hallgreen, Birmingham.
Norris, Mr. M. W. 15 Gayton Crescent, Hampstead, London.
Armstrong, Mr. R. 7 Andrew Crescent, Queens Park, Chester.
Fortescue. Maj. J. D. C. The Stewardry, Boconnoc, Lostwithiel, Cwll.
Ince. Mr. L. C. 11 Tyla Moes, Caewern, Neath, Glamorgan, S. Wales.
James, Mr. D. C. 18 Lindop Close, Knutsford, Cheshire.
Moyle. Mr. W. J. H. Tregarlan, Carlidnack, Mawnan Smith, Falmouth, Cwll.
Mr. G. Smith-Grogan. 82 Ondine Road, London.
Bath. Miss P. J. 38 West Street, Godmanchester, Huntingdon, Cambs.
Tilley. Mr. C. J. 88 Mantle Street, Wellington, Somerset.
Legge. Mr. T. 16 Kinross Crescent, Sundon Park, Luton, Beds.
White. Mr. G. C. 18 Chiltern Road, Burnham, Bucks.
Tremain. Mr. J. K. 32a Wraxhill Road, Yeovil, Somerset.
Wheal Jane Ltd. Baldhu, Truro, Cwll.
Ewer. Capt. G. A. RCT. c/o Midland Bank Ltd., Boscawen Street, Truro.
Trewern, Mr. T. D. Trewey, St. Levan, Penzance, Cwll.
Simpson. Mr. J. P. O. Box 258, Chililazombwe, Zambia.
Hawke. Mr. A. C. V. 28 Manor Park Close, West Wickham, Kent.
Blewett. Mr. F. 4 Lynmouth Road, London, E. 17.
Murray. Mr. G. E. 57 Birchwood Avenue, Lincoln.
Dixon. Mr. D. C. S. 2 Cleveland Villas, Paynters Lane, Illogan, Redruth.
Girling. Mr. J. 71 Lyde Road, Pen Mill, Yeovil, Somerset.
Miles. Mr. A. K. 39 Pearsall Rd., Longwell Green, Nr. Bristol Avon.
Stacey. Mr. E. C. 10 Old Country Drive, Kitchener, Ontario, Canada.
John. Mr. D. P. 131 Maran Way, Erith, Kent.
Day. Joan. Hunter's Hill, Oakfield Road, Keynsham, Bristol.
Smith. Mr. S. B. 212 Westbourne, Woodside, Telford, Salop.
Lewis. Mr. M. J. T. 71 Park Road, Hull.
Rowe. Mr. A. M. 1 Devon Avenue, Whitton, Twickenham, Middx.
Hickling. Mr. A. J. R. Dormston House, Sedgley, Dudley, Worcs.
Wood. Mr. W. H. Tretheay, St. Ervan, Wadebridge, Cwll.
Batchelor. Mr. & Mrs. R. G. 8 Halvannas Park, Playing Place, Truro, Cwll.
Leadbetter. Mr. K. G. Sitvel, Garras, Helston, Cwll.
Bunney. Mr. D. A. T. Ivybank, 5 Doubletrees, St. Elazey, Par, Cwll.
Horswell. Mr. M. 54 Courtland Cres., Woodford, Plympton, Plymouth.
Hall. Mr. W. H. 10 Linby Lane, Papplewick, Notts.
Willmott. Mr. F. 33 Penberthy Road, Helston, Cwll.
Peplow. Mr. R. J. Flat 1, Wellington Court, 19 Wellington Road, Camborne, Cwll.
Butt. Mr. T. J. C. Wheal Buller Farm, Buller Downs, Redruth, Cwll.
Pennington. Prof. R. R. 8 Station Road, Henley in Arden, Warks.
Evans. Mrs. K. M. 17 Beckman Road, Stourbridge, West Midlands.
Walley. Mr. W. E. Park View, Ponsanooth, Truro, Cwll.

Tupman. Mr. F. W. Dingle Ridge, St. Germans Road, Callington, Cwll.
 Page. Mr. P. J. 33 Julian Road, Sneyd Park, Bristol, 9.
 Tremayne. Mr. P. J. R. 82 Falmouth Road, Redruth, Cwll.
 Mudge. Mr. J. 38 The Crescent, Henleaze, Bristol.
 Edwards. Mr. L. W. G. 57 Bosmear Park, Illogan, Redruth, Cwll.
 Bartlett. Mr. D. J. The Old Brewery, Marnhull, Sturminster Newton, Dorset.
 Porter. Mr. G. Niton Manor, Niton, Isle of Wight.
 Newquay Old Cornwall Society c/o Mr. F. M. Bullock, "Petroc", 7 Linden Avenue, Newquay, Cwll.
 Penn. Mr. M. 22 Birch Way, Chesham, Bucks.
 Faulkner. Mr. P. J. B. 29 Withsdale Avenue, Market Harborough, Leics.
 Bazeley. Mr. J. M. Retallack, St. Columb, Cornwall.
 Tregoning. Mr. P. N. Woodgate Manor Farm, Nr. Bromsgrove, Worcestershire.
 Hilton. Mr. J. 2 Water Lane Villas, Water Lane, St. Agnes, Cwll.
 Hartland. Mr. G. C. 19 Beesley Road, Banbury, Oxfordshire.
 Wells. Mr. J. 38 Church Road, Whitchurch, Cardiff.
 Hambly. Mr. H. F. Rosewarne Wollas, Camborne, Cwll.

Membership List. - Members Deceased.

Miller. Mr. C. H. M. 'Ros an Dinas', Lamorna, Penzance, Cornwall.
 Sims. Mr. H. V. Church Hill, Earls Colne, Colchester, Essex.
 Crowe. Mr. T. A. Pendorra, Feock, Truro, Cornwall.

Ramon Thomas - January 1975

INDEX TO NEWSLETTER PRIOR TO THE PRESENT SERIES, (Started May 1973)

W: Cornish Waterwheel Preservation Society newsletters (Nos. 1-5, April 1969 - Aug 1970)
 S: Old series newsletters (Nos. 1-5, December 1970 - July 1972)

Agricultural Machinery	W2. 1 W5. 2 S5. 2
Bartles Foundry	W1. 1 W2. 1 W3. 2 W5. 1
Blacksmiths (Mr. Paul, Trenear)	S5. 2
Brickworks, Carbis	W5. 1
China Clay, Wheal Martyn	W W4. 1 W5. 1
China Stone Mills	
Tregargus	W1. 1 W3. 1 W4. 2 W5. 1
Chapel Mill	W1. 1
Trenowth Mill	W1. 1
Terras Mill	W3. 2 W4. 2
Cornish Engines (in Cornwall)	
Taylors	S1. 1 S2. 1
Robinsons	S1. 1 S2. 1
East Pool	S1. 1 S1. 1 S5. 2 S4. 1
Jarvis Model	S1. 1
Cornish Engines (outside Cornwall)	
Crofton (Kennet & Avon Canal)	S2. 2
Prince of Wales, Ebbw Vale	S5. 2
Cornish Mines Research Group	S5. 1
C. W. P. S.	
Inauguration	W1. 1
Excursions	W2. 1 W4. 1 W5. 1
Merger with CEPS	W3. 1 W5. 1
Dipper Wheels	W2. 1 S4. 1
Engine Houses, Wheal Prosper	S1. 1
Flop-jacks	W2. 1 S4. 1
Foundries	
Charlestown	W4. 1 W5. 1
Harris's Wadebridge	W5. 1
Redruth	S1. 2
(See also Bartles)	
The Gawns, Blisland	W1. 1 W2. 1 W3. 1 W4. 2 W5. 2 S1. 2 S2. 1

Horse Gears	W1.1	W2.2	W3.2	W4.2
Mills				
Kernick Mill, Meledor	W2.1	W3.2	W4.2	
Tregarne, Mawnan Smith	W2.2	S3.2		
Loommills		W2.2		
Hingham, Egloshayle	W4.1	W5.1		
Crowan		W4.1		
Carthew, St. Austell		W5.1		
Lowertown, Helston		W5.2		
Morwellham		S5.1		
South Crofty	W2.1	W3.2	W4.2	
Stamps				
Brea Adit, Camborne			W2.1	
Lock, Nanclodra			W1.1	
Polgooth			S5.2	
Wheal Prosper, Lanivet		W1.1	W4.1	
Repper's, St. Agnes.	W1.1	W2.1-2	W3.1-2	
	W4.1-2	W5.1	S1.2	
			S2.1	
West Ruthern		W4.1	W5.1	
Stewart's, Redruth		W1.1	W2.1	
Tin Streaming				
Tolgarrick			W4.2	
Tolgos Tin		W4.1	S4.1	
Tolvaddon			W4.2	
Tolgos Tin Ltd.	W4.1	W5.2	S4.1	
Treamble Iron Mine	W4.2	W5.1	S1.2	S5.2
Trevithick, Richard				
Society's Bi-centenary celebrations			S1.3	S2.1
Trevithick Society				
Bi-centenary celebrations		S1.3	S2.1	
Excursion & AGM 1971.		S3.1	S4.1	
Tamar Valley Trip			S5.1	
Field day & AGM 1972			S5.3	
Merger of CEPS & CWPS			S1.1	
Redruth Traction Rally			S1.2	
Museum			S4.1	
Watermill & Waterwheel survey			S1.2	
Waterwheel Pump, Bolventor			W3.2	
Wendron Forge		W4.1	S5.2	
Woolhanger (Exmoor) Waterwheel			S1.2	
Yonder Towan Field Centre, Newquay			S5.1	

Michael Messenger - November 1974

The following is a list of some - not all - of the Industrial Archaeological Societies in the South West and South Wales. At least two others in Cornwall have been mentioned in previous issues of the Newsletter.

- Bristol IA Society c/o Mrs. Joan Day, Hunter's Hill, Oakfield Road, Keynsham, Bristol, BS18 1JQ
- Cornwall Archaeological Society IA Sub-Committee c/o John Stengelhofen, 10 Alverton Court, Truro, Cornwall.
- Devonshire Association IA Section c/o Michael Green, 11 Blackstone Close Plymstock, Plymouth, Devon.
- Dorset Natural History and Archaeological Society c/o D. Young, Dorset County Museum, Dorchester, Dorset.
- Exeter IA Group c/o Mrs. Barbara Entwistle, 5 Elm Grove Road, Topsham, Exeter, EX3 0EQ
- Gloucestershire Society for IA c/o Miss Amina Chatwin, 6 & Montpellier Street, Cheltenham, Gloucestershire GL50 1SX
- Hartridge High School IA Society c/o J. Freer, Hartridge High School, Hartridge Farm Road, Newport, Monmouthshire NP6 2YE.
- Oxford House IA Society c/o W.A. Tanner, Risca Adult Education Centre, Oxford House, Risca, Monmouthshire NP1 6GN.
- Pembroke Museum, Friends of County Museum, The Castle, Haverfordwest, Pembrokeshire.
- Plymouth Mineral & Mining Club, c/o Owen Baker, Devon County Library, Barley Mount, Exeter.
- Somerset IA Society, c/o David Greenfield, 33 Barrow Drive, Taunton, Somerset.

South-East Wales IA Society, c/o R. Keen, Department of Industry, National Museum of Wales, Cardiff.

South-West Wales IA Society, c/o P. R. Reynolds, 12 Beaconsfield Way, Sketty, Swansea.

South Wiltshire IA Society, c/o Peter Goodhugh, 34 Countess Road, Amesbury, Wiltshire, SP4 7AS

Trevithick Society, c/o Paul Stephens, 23 Merrick Avenue, Truro, Cornwall.

West Wiltshire IA Society, c/o Miss Angela Harrington, 28 Brook Street, The Circus, Bath, BA1 2LN

Members' Queries.

CORNISHMEN IN THE COAL MINE

A little known aspect of the employment of Cornish miners about 100 years ago relates to the recruitment of Cornishmen by the coal owners of the north, particularly as strike breakers. From the coal mining unions histories we gain but the merest glimpses of the Cornish presence, for instance in Raymond Challoner's "The Lancashire and Cheshire Miners" we find reference to a Colonel Goodier, sent to Cornwall in 1866-7 to recruit some 200 men. Similarly Mr. Hamilton Jenkin's excellent "The Cornish Miner" merely records the Cornish community in Burnley by a footnote. (pg 341) By and large, in contrast to overseas emigration, this aspect has not attracted much detailed attention.

Over the years I have been slowly (but slowly - I am a totally amateur historian!) accumulating what information I can. Now resident in Stockport, my local libraries in the north are providing some information, and Paul Stephens' excerpts from the press of 100 years ago have proved of interest, but I would value anything people can tell me, or sources to which they could point me. Family memories are particularly valuable, documents even better, although I'd rather not trust the post to invite people to send them to me - the knowledge that they exist is something for me to pursue when I'm in the area. But anything to which members can lead me will be knowledge gladly received and acknowledged. Can anyone help me please?

Colin C. Short, 13, Bollin Walk, South Reddish, Stockport, Cheshire.

BARLOW RAIL and the BROAD GAUGE in CORNWALL

J. G. B. Hills would appreciate information, or its location, on the use of the Barlow type rail on the West Cornwall Railway, the Helston Railway and the St. Ives Branch. Confirmation or refutation of the story that there were lengths of mixed gauge track using Barlow rails between Truro and Penzance from 1865 to 1892 would be particularly welcome.

J. G. B. Hills, "Oakmere", Cadogan Road, Camborne, Cornwall. (Tel: 5153)

He would also be glad to hear from anyone who has surviving prints of the many photographs and sketches which are said to have been taken by local people of the work of narrowing the gauge of the Cornwall Railway and the South Devon Railway on 21/22 May 1892 and of the location of old Broad Gauge or converted vehicles now used as huts.

Mr Alan Kent of 8 pedmore Road, Stourbridge, Worcestershire DY8 2PH, asks for some geneological information regarding one Elizabeth Blamey, who married a descendant of Richard Trevithick. They had a son, also Richard. No dates available.

WANTED

Copies of "A Textbook of Assaying" by J. J. Beringer and "The Assay of Tin and Antimony" by Parry. Offers please to Donald M Evans, 17 Beckman Road, Stourbridge. (Tel: Hagley 2902)

Copies of Vols: 1, 2, 3, 5, 8 and 11 of the Transactions of the Newcomen Society and of any copies of the Countryman magazine prior to vol. 20 (1939) and No. 2 of vols. 21 and 26.

J. Hodge, Trannack House, Penzance. (Tel: 3192)

Justin Brooke is collecting, for possible publication by the Society, industrial verse with Cornish connections. Please send anything of interest to him at:- Chymorvah Vean, Marazion, Penzance.

An engraving of industrial Portreath - R. Mathews, 27 Porth-on-Nance, Portreath.

NEW BOOKS

"Tin - the working of a Commodity Agreement" by William Fox. Published by Mining Journal Books, 15 Wilson Street, London, EC 2M 2TR. £9.25 (post paid).

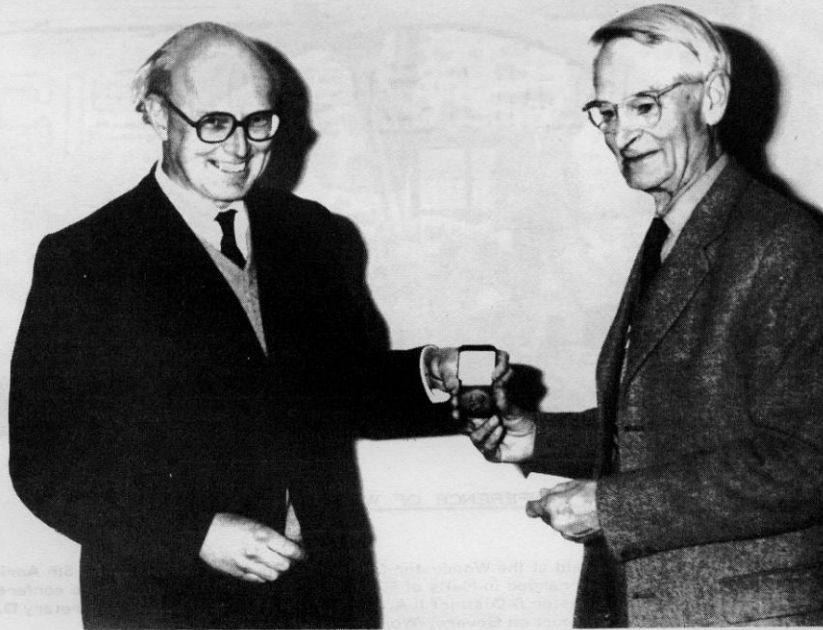
"The Darbys of Coalbrookdale", by Barrie Trinder, Published by Phillimore & Co., Ltd., Shopwyke Hall, Chichester, Sussex. £1. (post 7p)

"Metal Mining" by J. B. Richardson, Published by Allen Lane (Industrial Archeological Series No. 12) £4.50. (Non ferrous mining in the U. K. - quite a lot about Cornwall).

"G. J. Churchward : a Locomotive Biography" by H. C. B. Rogers. Published by Allen & Unwin £6.50.

"Mines of Devon - Vol 1 - The Southern Area" by A. K. Hamilton Jenkin, published by David & Charles. £4.50. Members will recall that this was mentioned in the note in the last newsletter on the presentation of the Trevithick medal to Mr. Hamilton Jenkin. It follows his many books on the mines of Cornwall and is equally interesting about those in the adjacent area of South Devon - which have been much less written about than many of the Cornish mines. Members who have been on one of the Society's trips up the Tamar to Morwellham will be particularly interested in the mines in the Peninsula between the Tamar & Tavvy, many of which they saw and heard described by Frank Booker.

There is a fascinating collection of photographs of remains of many of the old mines, a good proportion of them by Mr. Ordish who is so well known for his collection of such pictures. The text is full of interesting detail, obviously the result of a great deal of painstaking research. For example correspondence by Sir Walter Raleigh is quoted concerning the workings on Roborough Down in 1600 and the story is everywhere brought up to the present day wherever there is anything to be seen. The second volume will, in due course, cover the mines of North and East Devon. Altogether a worthy extension of Mr. Hamilton Jenkin's work on Cornish Mines.



The presentation of the Trevithick medal to Mr. Hamilton Jenkin on November 1st 1974.

The book on Sir Goldsworthy Gurney by T. R. Harris which is being published jointly by the Society and by the Federation of Old Cornwall Societies, is being printed and will be ready in early February.

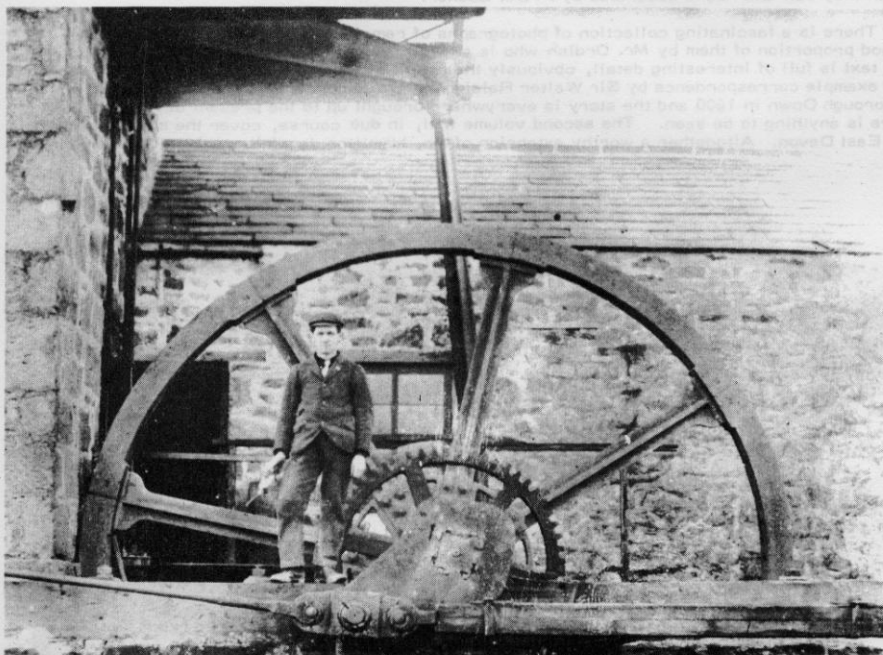
It tells a fascinating story of a very versatile man and is being published to mark the centenary of his death.

CORRECTIONS

On p. 12 of N. L. No. 7 the book on "Essex and the Industrial Revolution" was by Frank BOOKER's son (not Barker). Members must have been puzzled to think of the significance of this!

Colin Yelland writes

I am indebted to our member, Mr. P. Pinch of Totnes for pointing out that the engine house that was recently demolished did not in fact house the Greensplatt Engine. - No trace now remains of the 'Greensplatt Engine House'. Mr. Pinch also states that The Greensplatt Engine was bought from Bunny Mine because the fly wheel was required for the 24" South Greensplatt Engine and the photograph shows the flywheel after it was fitted to the South Greensplatt Engine.



6th ANNUAL CONFERENCE OF WESTERN I. A. SOCIETIES

This conference is to be held at the Worcester College of Education on Saturday 5th April 1975. Accommodation can be arranged in Halls of Residence for the 4th and 5th. The conference is being organised by the Worcester & District I. A. and local History Society - Secretary D. C. Barton, 33 Galahad Way, Stourport on Severn, Worcs. Tel: Stourport 5277.

Provisional Programme.

- 9.30 a.m. Assemble and coffee.
Chairman for morning sessions - Geoff. Neal (Secretary Steatite Field Club)
- 10.15 Bill Gwilliam (President of the Worcester Society)
I. A. IN WORCESTERSHIRE
- 11.15 Coffee
- 11.30 Prof. Michael Rix (Staff Tutor in I. A. at Birmingham University Extra-Mural
Department)
I. A. OF THE SEVERN VALLEY
- 1.00 p.m. Lunch
- Chairman for afternoon sessions -
- 2.15 Speakers from visiting societies.
- 3.15 Tea and Biscuits
- 3.45 Wesley Perrins (Retired M.P. & Trade Union Official, an authority on the nail
Industry)

NAIL MAKING IN THE BLACK COUNTRY

Finish at approx. 4.45 p.m.

6.00 Dinner

Optional Extras

7.30 A visit to the Dyson Perrins Museum
(This is the museum of the Royal Worcester Porcelain Works. I. A. material
will be on show - Chairman R. J. Collins ex-secretary to the Friends of the
Museum)

Friday from 8.00 p.m. onwards a programme of films
Chairman - Dennis Walker (Committee member of the Worcester Soc.)

Sunday Morning If dry a visit to Dick Brook to see the 17th century iron furnace.
If wet a visit to Bewdley and Stourport-on-Severn.

Any members thinking of going from Cornwall (or Devon) may like to contact Paul Stephens
to see if transport sharing can be arranged.

Good people all who hear my voice,
You now have reason to rejoice;
For off to Truro you may go,
To see the Ag-e-ri-cultural Show;

Chorus: But don't go kissing the girls you know
At Truro Ag-e-ri-cultural Show!

A motley group you will see there,
Fat farmers and their wives so rare,
Their bouncing daughters neat and clean,
With pork-pie hat and crinoline.

Chorus: So don't go kissing, etc.

From Newlyn East and St. Columb too,
There's hump-back Jim, and carroty Joe;
And a special train upon the rail
To bring all the thieves from Bodmin jail.
So don't go kissing, etc.

They've got a Band from Plymouth Down,
The best that ever was in town;
And all the gentry will be there -
'Tis most as pretty as Whitsun Fair!
But don't go kissing, etc.

There's horses, ponies, cows and calves -
For Truro don't do things be halves -
There be Devon bulls, sheep, pigs and geese -
You can see it all for a shilling a piece!
But don't go kissing etc.

There's things up there that'll make you laugh;
There's a two-legg'd cow and a nine-legg'd calf,
A Billy-goat that comes from Wales
With sixteen eyes and seventeen tails.
So don't go kissing, etc.

Now all around I hear them say,
'We'll see that Show this very day;
So off we go all in a row,
To Truro ag-e-ri-cultural Show! I
And don't go kissing, etc.

I'm glad you're come, I see you're here,
There's thousands come from ev'rywhere -
Rich and poor and high and low,
At Truro Ag-e-ri-cultural Show;
So don't go kissing, etc.

1. Old Nick, as he is wont to do,
Went wand'-ring up and down
To see what mischief he could brew,
And made for Lan-son town.

Chorus: For it's Fish and Tin and
Copper, boys
And Tre and Pol and Pen;
And, "One and All", we may
rejoice
That we are Cornish men.
2. Across the Tamar he had come -
Tho' you may think it strange -
And, having left his Devon home,
Tried Cornwall for a change.
3. Now, when to Lanson he drew near,
A-skiping o'er the sod,
He spied a rustic cottage there,
With windows all abroad.
4. And in the kitchen might be seen
A dame with knife in hand,
Who cut and slash's and chopp'd I ween,
To make a pasty grand.
5. "Good morning, Missus! what is that?
Of all sorts 'tis a daub;
There's beef and mutton, pork and fat,
Potatoes, leeks and squab!"
6. "A Cornish Pasty, sure!" says she
And ef tha dussent mind,
I soon shall start to cut up thee
An' put ee in, you'll find!
7. In fear he turn'd and straight did flee
To cross the Tamar keen;
And since that day in Cornwall he
Has never more been seen.

We had hoped to publish brief biographical notes of members of the Council of the Society in this issue. Unfortunately space has run out (and not many have yet been received!)
