

THE TREVITHICK SOCIETY

NEWSLETTER NO 21

MAY 1978

Edited by Colin Yelland, 'T'rereife', 45 Chough Crescent, St. Austell



This photograph taken on the 25th July 1907 at Chacewater shows the celebration that took place as a result of the re-opening of Wheal Busy. This photograph is from the collection of our member Mr. J. H. Trounson who has given his kind permission for the photograph to be re-produced.

DATES FOR YOUR DIARY
ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY
1978 CONFERENCE AT PENZANCE
PROVISIONAL PROGRAMME

Monday, 11th September 1978

- 10.00 a.m. - Field Day in North Cornwall, visiting Delabole Slate Quarry and Pude Canal and Museum
- 7.30 p.m. - John Stengelhofen - a pictorial survey of the industrial archaeology of Cornwall
- 8.30 p.m. - J. Hodge - The Place of Richard Trevithick in engineering history

Tuesday, 12th September 1978

- 2.00 p.m. - Underground visit for limited number of delegates. Members wishing to take part in the draw for places on this trip should send their name and address to the Secretary, and successful members will receive a ticket in due course
- 7.30 p.m. - Lecture - to be announced
- 9.00 p.m. - Film on the traditional process of smelting Japanese iron sand

Wednesday, 13th September 1978

- 2.00 p.m. - Field day to the St. Just mining area (including the engine houses at Botallack Mine and the Levant engine. (Time permitting, a visit will also be paid to Hayle to see Harvey's and Copperhouse Foundries, the Frewery, Canal and other sites)
- 7.30 p.m. - Carn Brea Mining and Mineral Club (Mr. Laurence Holmes): The Wheal Owls Disaster
- 8.30 p.m. - P. G. Laws - The Industries of Penzance

Thursday, 14th September 1978

- 2.00 p.m. - Excursion to see Wendron Forge (the Greensplatt engine and other machinery of historic interest) and Tolgus Tin (where the Cornish stamps is likely to be seen in operation)
- 7.30 p.m. - Mr. M. J. Messenger - The Liskeard and Caradon Railway
- 8.30 p.m. - Mrs. Veronica Cheshire - Industrial Housing in Cornwall

COMMENCEMENT OF A. I. A. CONFERENCE

Friday, 15th September 1978

- Members' Sale Counters and Exhibition commences at 10.30 a.m.
- 10.30 a.m. - Visit to the County Museum, Truro to see exhibits of local industry and mineral collections, with a special exhibition mounted by the County Record Office
- 12.00 - 5.00 p.m. - Enrolment of delegates commences at St. John's Hall
- 4.30 p.m. - Mr. M. Whetter - The Importance of Modern Industry to the Study of Industrial Archaeology
- 8.00 p.m. - Lecture (to be announced)
- 9.15 p.m. - Members' contributions (to be notified to the Conference organisers in advance with a written summary of the subject and content)

Saturday, 16th September 1978

- 9.30 a.m. - Mr. Brian Earl - The Cornish Explosives Industry
- 10.30 a.m. - Coffee
- 11.00 a.m. - Lecture (to be announced)
- 12.00 p.m. - 1.00 p.m. - A.G.M. of Trevithick Society at St. John's Hall, Penzance
- 2.30 p.m. - Field trips -
 - (a) Rostowrack Engine at Holmans Museum and the preserved Cornish beam engines, including the 90 inch East Pool and Agar Pumping Engine
 - (b) Wheal Martyn China Clay Industry museum and Parkandillack Cornish Engine
 - (c) Charlestown Harbour and Tregarus China Stone Mill
 - (d) Pentewan Harbour and Wheal Martyn

(e) Perran Foundry (established by the Fox family of Falmouth in the 1790's). The Kennal Vale explosives works, the Bissoe valley (including the track of the Redruth and Chacewater Railway and the surface workings of Mount Wellington and Wheal Jane Mines which now seem set to form part of the industrial archaeology of Cornwall) and the industrial village of St. Day

9. 00 p. m. - L. T. C. Rolt Memorial Lecture - Sir Humphry Davy - The Man and his Work

Sunday, 17th September 1978

9. 30 a. m. - Mr. Neil Cossons - The Importance, Relevance and Future of Industrial

Archaeology in the late 1970's

10. 30 a. m. - Coffee

11. 00 a. m. - A. G. M. of the Association for Industrial Archaeology

2. 00 p. m. - Field trip to the St. Just mining area

NOTE: Members wishing to attend all or any of the above should contact the secretary who will advise the applicant of the fee payable.

THE TREVITHICK SOCIETY

1978 A. G. M.

To be held on 16th September at 12. 00 noon.

A G E N D A

1. Apologies
2. Approval of the Minutes of the 1977 Annual General Meeting (printed in Newsletter No. 18, November 1977).
3. Matters arising
4. Election of Officers:
 - (a) Hon. Secretary
 - (b) Hon. Treasurer
 - (c) Members of Council retiring by rotation and eligible and willing for re-election:
Messrs. Bullen, Stephens, Mitchell and Thomas
5. Hon. Secretary's Report (see below)
6. Hon. Curator's Report
7. Hon. Treasurer's Report
8. Chairman's Review
9. Any Other Business
10. To arrange the date for the 1979 A. G. M.

NOTICE - PROCEDURE FOR ELECTION
OF OFFICERS

The 1978 A. G. M. of the Trevithick Society will be held on Saturday, 16th September 1978 at 12 noon at St. John's Hall, Penzance.

The Secretary has indicated that he must decline to be nominated for election for a further year, and members are therefore asked to forward nominations for the post of Secretary to the Society to the Secretary at Prospect Villa, Greenbank Road, Devoran, nr. Truro, Cornwall, so as to reach the Secretary no later than the 1st September 1978. Nominations must be in the following form and must be signed by two members of the Society and countersigned by the person to be nominated by way of acceptance of such a nomination:

"We, of,
(name) (address)
and of,
(name) (address)
hereby nominate of,
(name) (address)

..... to be Secretary of the Society for the year commencing
September 1978

(signatures)

I, of,
(name) (address)

accept nomination for the position of Secretary of the Trevithick Society.

(Signature)

SECRETARIES REPORT

One could not possibly commence a report such as this without making reference to the reported closure in April this year of Mount Wellington and then Wheal Jane Mines. Hope springs eternal, and it may be that by the time of this A.G.M. happier news may be to hand, but at the moment our generation can understand how Cornishmen must have felt in times of previous depression and it adds greatly to the somewhat routine reports of closures of mines as recorded in the Newspapers of the County in the last century. Despite all modern technological progress this century it seems that times perhaps do not change as much as one thinks and it is ironic that the Cornish Miners age old enemy - water - should triumph in two mines adjoining the outlet of the County adit which was a triumph of nineteenth century Cornish engineering in unwatering to that level such a large area of the surrounding mining districts with its over forty miles of tunnels.

I regret to announce that as I gave warning last year I feel that I cannot offer myself for re-election as Secretary of the Society. I hope to show in the future that I am willing to offer assistance whenever possible and intend to take an active interest in the Society's work. However, having acquired during last year a new house (in which I am preserving granite railway sleepers in situ) new office, and new wife (in ascending order of priority) I feel that I can no longer devote the time and energy to the Society's work that it deserves.

During the year the Council has met on the usual number of occasions to discuss matters arising from time to time. Perhaps of most serious concern has been the continuing uncertainty over the future of the East Pool Compressor and Winder House. As members will know, South Crofty Limited made an application for Listed Building Consent to demolish these buildings which had been vandalised following the sale and destruction of the Harveys Steam Winder for scrap. In recent months the application for Listed Building Consent to demolish has been withdrawn and the local planning authority has been considering whether to serve enforcement proceedings to compel the repairs or a Repairs Notice. As such procedures could lead to circumstances in which the local authority had to compulsorily purchase the buildings the situation is obviously fraught with difficulties and at the time of writing this report no firm decision has been made although the matter appears to be coming to a head.

There has been no further progress in the National Trust's previous proposal for the dismantling of Robinson's Engine and its re-erection at Tregurtha Downs. I am sure that our Society would support this project and it may be simply that the economic situation has made the project temporarily impossible.

There seems to have been much activity during the year in Wales. The National Museum of Wales has expressed an interest taking a leading part in the previous discussions for the construction of a replica of Trevithick's Penydaron Locomotive and it is hoped that industry in South Wales will give assistance. In the meanwhile a group of local residents have been discussing proposals for the erection of a memorial plaque at Abercoyn Wharf on the Penydaron Tramroad.

My thanks go to John Batters who took over as Treasurer of the Society following the resignation of Michael Messenger, and now to his successor, Robert Haines.

The A.G.M. this year is combined with the annual conference of the Association for Industrial Archaeology and it is hoped that members will approve the combined programme of events. The conference has in fact led the Society to finalise a considerable number of publishing projects which should have a lasting benefit for the study of industrial archaeology in Cornwall. It is hoped that the Journal of the Society will form the transactions of the conference and contain amongst others articles by our President on the development of the only Cornish gas turbine compressor and Mr. Eice-Mitchell's article on Cornish Mineral Ore Treatment Processes.

For the future, I am pleased to have been able to enter into discussions with Mr. Kenneth Polkinghorne as to ways in which the community service scheme for offenders can be implemented in Cornwall to the benefit (it is hoped) of the public interest by projects involving industrial archaeology. It is hoped to arrange for working parties to commence the site clearance and some restoration at Tregarus China Stone Mill and our Council Member, Mr. Edmonds has agreed to act as general supervisor. I would anticipate that the Society will provide working parties of its own members to join in this project which could be a really worthwhile achievement for the Society.

Perhaps the Society's greatest drive at the present time is still being devoted to publishing works to increase the availability of knowledge on the industrial history of Cornwall. It is hoped that a route map of West Penwith will be included in the September Newsletter and that the St. Austell route map will be separately published at that time. The 1977 Journal should by then be issued and the 1978 Journal should also be available. We also hope that Bryan Earl's volume on Cornish Explosives should be published, together with the latest volume of bound newsletters and Michael Messenger's History of the Liskeard and Looe Railway and Canal which is being privately published by him. Justin Brooke and myself are actively planning our collection of Cornish Industrial Verse and over the year the Society has been collecting for publication a collection of Jack Trounson's photographs. All these appear to be coming to fruition at about the same time. Hopefully, many of them should result in a continuing income for the Society.

The Society must be particularly grateful to Colin Yelland for taking over as Editor of the Newsletter from Jim Hodge and I know that he will welcome any contributions from members. The task of filling a Newsletter four times a year is a daunting one and it is a truism to say that members will get the Newsletter that they deserve. Lastly, the last year has been made immensely easier for me by Linda Stengelhofen agreeing to take over the responsibility for sales of our publications.

I think that a retiring Secretary is normally permitted some speculation as to the future. I have been worried for the last couple of years that perhaps because of the personal circumstances of various members of the Society the centre of the Society has to a degree lost momentum. However, we have a large and still growing membership and with the introduction over the last five years of both the newsletter and journal we have the framework upon which a thriving future can be built. I do however feel that all meetings on the lines organised by the Carn Brea Society are essential and what we really need is someone able and willing to build up this side of the Society's work. Similarly, fieldwork must be an essential part of the work. Both in excavation of sites before destruction and recording rather in the way of the more traditional rescue archaeology. To this extent the seminar organised by Mr. Bullen which falls into the field of oral history and which was recorded on behalf of the Society is the sort of event that will have a lasting value. We must surely continue to press for the preservation of industrial monuments in Cornwall and for their statutory protection whether it be waterwheels, china stone mills, or engine houses. The heritage of Cornwall is so rich and varied even now that there are plenty of new fields to conquer for the future.

TO MOVE AN ENGINE by Justin Brooke

Like all engineers of his day William West, C. E., of Tredenham House, St. Elazey (who died in 1879) took the rough with the smooth when it came to business. In 1847-48 he had a little difficulty getting his money from the Harrowbarrow Old Mining Company, which worked a mine on the southern slope of Hingston Down in the parish of Calstock. This company was formed in 1,000 shares in 1845, in Plymouth, and used West's designs for one of its engines. Its chairman was Edward Prior, "iron ore owner", of Torbay Villa, Exmouth, its manager was Captain Benjamin Cook, an experienced mine manager whose appointments had been largely in Devon, and its purser was a Plymouth auctioneer named George Carne, who also found time to be purser, secretary and committee member of a number of mines between St. Just and Calstock.

In its early stages the mine was moderately successful, and one correspondent claimed it had declared a dividend, though there is nothing to support this statement. The company erected an account-house said to be "large enough for a Union" (workhouse). It raised over £700 worth of silver ore in its first eight months of working, as well as small quantities of tinstuff. In June 1847 it bought the adjoining Harrowbarrow Consols mine and materials for £170, together with a tract of

land to the north called Mount Pleasant. A meeting held in the summer of 1847 resolved to move the engine and plant to Wheal Goodluck in the northern part of the mine. The new site was in a plantation behind Matthew's public house, which was on the road between Harrowbarrow village and Honeycombe. A new engine-house was built about 80 fms. east of the site of the new shaft and 20 fms. north of the public house, and the stack was placed some 80 fms. north of the engine-house so that it could take the arsenic flue as well. The dressing-floors, however, remained in their original position, as there was stamped tinstuff there which had not been dressed owing to the engine having broken down.

The company employed William West to move and reconstruct the engine, but neglected to pay him, so he sued Captain Benjamin Cook, George Carne, and the adventurers in the Vice-Warden's Court for payment. His petition stated that the mine had ceased to be worked about December 1847, and that George Carne and Captain Benjamin Cook had acted under the instructions of the committee of the company, all of whose members "were and still are resident out of the Jurisdiction of this Honourable Court". In the spring of 1847, the petition continued, William West had had interviews with George Carne on the subject of removing the engine, repairing it, and converting it into a stamping-engine. On 1st June the latter wrote asking for specifications for the new engine-house at Wheal Goodluck, by return if possible.

The two men met on the mine again to discuss the contract, and on 12th June William West wrote to George Carne: "Since I saw you at Harrowbarrow I have given the alteration and erections of your Stamping Engine my best consideration. I think by applying tooth work to work a crank for pumping the water and the Engine to go two strokes to one of the Rods in the Shaft will be the most practical way as we shall be obliged to apply a pump down the hill for supplying the stamps. By doing this I can use the present Stamps axle as I can drive the Engine 1-5th more strokes to make up the difference in the axle. On the other side I beg to hand you a specification and an estimate for the alterations, repairs and erections of the Engine. The Adventurers should open the Engine and be (ar) the expense to bring the same on the ground where it is to be erected, also to provide a Smith to repair the small work that may be required for the Engine and all the holding down bolts which will be required for holding down the Shafts &c., to the masonry, as I presume there is Iron on the Mine that will do for this purpose. Perhaps you may consider the amount to be rather high; I will assure there will be a great deal of costly and heavy materials required to put the whole in a proper working order."

The Specification was as follows: "Specification: a new Cylinder to substitute the one broken, Cylinder bottom, new Piston rod if the old one cannot be properly mended, alterations of the Sweep rod &c., New Cast Iron fly-wheel shaft, plummer blocks and brasses for do., couplings and catch-wheels for the Stamps, one large cast Iron shaft for working the flat Rods, plummer blocks and brasses for do., one new main Crank and one for drawing the flat Rods, two cast Iron toes for do., all bolts and burs to hold down the top blocks, two large tooth wheels to work the flat Rods." To

this William West added: "I will engage to provide the whole of the above articles and erect the Engine complete for working, with the assistance of the three engine Men now employed, who should be paid by the Adventurers, and I will provide a working Engineer to assist in opening the Engine, loading and unloading the same for the sum of £362, the whole of the old material substituted with new and unfit for use belonging to the Engine and stamps should become mine including the Bob. My charges, drawings, Engineers' fees, superintending the erections, travelling and other expenses are included in the above sum; of course the Adventurers will have to provide all buildings, wood and Carpentry works".

George Carne replied on 15th June: "I have submitted your letter of 21st instt. with the specifications and contract annexed to the Comtee. They think the charge high, but relying on the work being executed in the best manner and within 3 months from this date they will give you the even money Three hundred and Sixty pounds, and the old materials to complete the job according to your specifications, this amount to be paid in acceptances at Three and Six Months for equal Sums, (viz. one hundred and eighty each) from the date of the Engine going to work." On 19th June William West accepted the offer of £360; but specified that the mode of payment must be by an approved Bill falling due for payment four months after the work had been completed. The three months given by the Committee for the completion of the work would depend entirely on the erections of the buildings; "but I will assure you that you shall have no reason to complain after the buildings are in such a state so that my men can commence in putting the machinery together. I hope to be on the spot on Wednesday with the drawings in order that they may push on with all dispatch with the House, &c."

The work was begun at once, and was completed at the beginning of November. When the engine was ready to go to work it was approved by George Carne and Captain Benjamin Cook. The delay, the petition stated, was due to the fact that the company had not completed the buildings in time. As no payment of any kind had been received by mid-January 1848 William West wrote to George Carne, who replied that he would be glad of an opportunity to meet him respecting his account. Carne's letter added that there were some defaulters (shareholders who had not paid their calls to him), who were well able to pay, "and I think the Comtee. will be anxious to be allowed the use of your name (properly indemnifying you) in order to bring these Gentlemen to book." In fact, the company was financially embarrassed.

William West replied that he would like to know the names and addresses of the defaulters, and wanted a letter from the directors' committee members indemnifying him against all expenses whatever, "and I would thank you to inform the committee that I must have an immediate settlement for the Engine &c." George Carne wrote a week later to say the committee would indemnify William West from all expenses attending any suit or suits at law which might be undertaken by him, provided he sued through their solicitors, Messrs. Lockyer and Bulteel of Plymouth. They first wished an action to be brought against Charles Delves Broughton of 1 Windsor Villas, Plymouth. A letter from William West giving these instructions would be forwarded by Carne to the solicitors, and any monies arising from this and any other people similarly sued would be remitted directly to William West.

William West replied by return, on 1st February, that before he could comply with the contents of George Carne's letter he must first have a letter from the committee, with each of their signatures. He had read that there was to be a sale of the whole of the materials, which he would not allow to take place before he was satisfied about the payment of his claim. Unless he heard from Carne by return of post he would order Messrs. Coode, Son & Shilson bankers to see him paid, which he supposed would be brought in the Vice-Warden's Court. In his reply, enfaced "This without prejudice" George Carne was surprised at William West's note, saying "I assure you no one had any wish that you should be kept out of your money a day beyond that which you contracted

for, and in accordance with that contract arrangements are made for your payment whenever you are pleased to go into the account with me. If you consent to sue your amount will be placed in third hands to await the result of the action or any other course adopted more satisfactory if any can be pointed out."

Again by return, William West replied, repeating much of what has already been said and asking yet again for his approved bill. He stressed that it was "very much against my views to annoy any one, but I wish to see this business settled in a straightforward manner." Owing to his absence in Totnes George Carne was unable to reply until 5th February, as follows: ". . . The Engine is sold and will be paid for in Bills at 4, 8 and 12 mos. The Purchasers are the Torbay Steam Flour Mill Company, having their place of business at Brixham. The parties are unexceptionable. Now, I propose that your A/c which I take it will be £342 as understood between you and I, shall be paid by Bill on them at 4 mos. for £190 and the balance of £152 at 8 mos. In the mean while let us use your name and I undertake no expenses shall fall on you; such sums as are recovered from the defaulters will of course be directly paid over to you." He added that he thought this could not fail to be satisfactory, that he had to go to London the following day, and that the bills for the engine would not be drawn until 19th February. Nichols & Co. of Tavistock were to remove the engine.

The petition continued that although the sale had been agreed the purchase had not been completed nor the purchase money found. The engine remained in situ, and the bills had not been drawn up or given. The petition concluded with the standard phraseology of all creditors' petitions to the Vice-Warden's Court: "But now so it is may it please your Worship that the said Benjamin Cook and George Carne and the said Adventurers have hitherto refused or neglected and still do refuse or neglect to pay to your Petitioner the said sum of Three hundred and Sixty pounds to the great wrong and injury of your Petitioner contrary to equity and good conscience and against the laws and customs of the Stannaries." Unless the parties were restrained the materials would be removed from the mine and the sum owing to the Petitioner would be in danger of being lost. He consequently sought an Order for payment, "and your Petitioner will ever pray, &c."

The subsequent proceedings were recorded in the Mining Journal. The auction was held as planned in February 1848, and good prices were obtained. The total of the sale was £1,465.13s.1d. A few days after the sale the Vice-Warden's Court granted William West an injunction against Captain Benjamin Cook (who had bought the materials) and others, restraining them from selling and removing the engine and materials from the mine until the £360 (and costs) had been paid. The adventurers met in mid-March and resolved to wind up the company, and made a call of £1 per share to cover the outstanding liabilities of about £700.

Captain Benjamin Cook died at Harrowbarrow in 1852, aged 42, leaving a widow and nine children. The same year George Carne was bankrupted and went to Germany.

My thanks are due to P. L. Hull Esq., M. A., Cornwall County Archivist, for drawing the Petition to my attention.

References: Petition No. 629 (West v. Cook and others), presented 8th February 1848
Mining Journal 1845 (25.1), 1846 (14.3), 1847 (5.6, 13.11), 1848 (29.1, 19.2, 25.3), 1852 (5.6), 1854 (15.7)
White's Devonshire Directory, 1850

THE ROYAL CORNWALL GAZETTE, 100 YEARS AGO

- 5th Jan Helston Banking Co. has closed its doors as a precautionary measure. The note circulation has always been very small about £1500 and is local. The Partners were Thomas Hyne Edwards, Conveyancer, Thomas Ellis, Brewer, and Jas. Ellis, Banker, all of Helston. The principal partner, Mr. Thomas Rogers had died a few months previously. Bolitho's Bank promptly opened a branch of its own Bank in the town. Deposits with the Bank were said to be about £50,000. The Bank was known locally as 'Roger's Bank'.
- 5th Jan meeting of over 2000 Clay Labourers. History of dispute was that 18 months previously there had been no union, but on 1st July 1875 the masters had issued a notice reducing new wages from 2s6d. to 2s3d. per day - and men struck. After 4-5 days the matter was settled and the men were allowed to go back, the masters agreeing to pay money lost by men - but this was never paid. The union was therefore formed. After 12 months the masters objected to certain of the union rules and took the right to turn off men after 15 and 20 years standing simply because they were union men. A meeting was therefore convened at Longstone for self protection, upon which the masters drew up and circulated rules of their own that if men struck against any employer all the other employers would turn off their men also. This led to the men going out. Discussions raised the possibility of a Board of Arbitration comprised of masters and men, and an independent arbitrator in the event of a failure to agree - but this was refused by the masters.
- 12th Jan For Sale by Auction, the Newlyn Fish Merchants Ice Company at Tolcarne. Built of stone, with a thatched roof, it will hold 500 tons of ice. Held on a lease of 80 years, of which 77 are unexpired.

- 12th Jan West Roskear mine; for Sale by Auction, 24" rotary engine and boiler, steam capstan, and account house furniture.
- 12th Jan launching at Devoran of 260 ton Schooner at yard of Mr. Hugh Stenhen. Named "Mary and Julia" she is to be commanded by the principal owner, Cpt. Thomas Kemp of Point on the home and foreign trade.
- 12th Jan Creditors of Helston Banking Co. met at the Angel Hotel. Mr. Forfar represented Mr. Thomas Ellis, one of the shareholders of the Bank; with other representatives also present. The Bank was £27,876 in debt to depositors, and £9,117 was due to traders and others with balances at the bank. London agents were owed £4000. £2000 of the Bank's notes were in circulation, but £235 worth were in the Bank. Assets consisted of about £10,000 good debts due to the Bank, with bad debts due of £14,000, and cash in hand of £1077. The late Cashier, Mr. James Ellis, "a man who had stood in their estimation upon a pinnacle of rectitude" had a deficit in his cash account of no less than £9,219. Mr. Ellis could not tell where the money was, nor what had become of it! Mr. Ellis had had the whole management of the Bank for over 30 years, and had also drawn £1300 without issuing cheques. Mr. Forfar stated that Mr. Thomas Ellis had paid £3000 into the bank and was only a sleeping partner; but he was prepared to put all his resources at the hands of the creditors. In all it was suggested that £23,000 could be raised and 10/6 in the £ paid to creditors. Mr. Rogers did not believe that Mr. Ellis had wronged the Bank a shilling.
- 12th Jan Wheal Sisters, Lelant, has 3 pumping engines and sends away 25 tons of tin per month. Much timber is required for "keeping the ground". Capt. Rosewarne hopes to "make ends meet" on only a slight rise in the price of tin.
- 19th Jan Clay workers lockout; the support of the northern unions was enlisted and fewer being made to provide financial support.
Editorial:- the dispute is likely to end by the men gradually going to work without question, as it appears many have already done, the union not being mentioned on either side!
The conduct of the event - apart from the excitement of the first day or two - has been most exemplary throughout, It is a credit to the labouring classes"
- 19th Jan Mr. James Ellis had a serrow fit on Tuesday from which it was feared he would not recover, but he is now somewhat better. Mr. James Ellis is nearly 90 years of age.
- 19th Jan Wheal Grenville - 120 men discharged and the engine is now idle.
- 19th Jan St. Aubyn United - the shaft has collapsed, the lodes having been worked almost to surface.
- 19th Jan Devon Great Consols - waterwheels 45' and 50' in diameter 12' breast, are drawing water from 2-300 fathoms deep.
- 26th Jan Clayworkers lockout has now ended after 9 weeks.
- 26th Jan Helston Banking Co. : Mr. Thomas Ellis agreed to pay £200 and a dividend of 10/- in the £ was guaranteed by Mr. Rogers.
- 9th Feb. Goole Pellas, late Rosewall Hills, being worked on his own responsibility by Mr. Prown of Euckfastleigh. A good caunter lode has just been discovered, and a new engine is to be erected.
- 9th Feb. Wheal Alice Mine - the mine was abandoned before the engine commenced operations.
- 9th Feb. Wheal Jane - 33 tons of tin sent away in the last 4 months at a profit of nearly £500. Tributers increased from 6 to 11 pares and stamps working day and night. Capt. Southey of West Chiverton was now in charge in place of Capt. Giles.
- 9th Feb. Bodmin Gas Consumers Co. - a dividend of 8% declared, and cost of gas further reduced to 5/3d per 1000 cu. ft.
- 9th Feb. Prince Royal Mining Co. Ltd. - £20,000 capital, directors in Cornwall and Walsall. Formed to work the Prince Royal tin copper and lead mine at St. Agnes. 7 lodes in all which are at adit level. £6000 purchase price, the Vendors accepting deferred shares.

BOOK REVIEWS BY PAUL STEPHENS

THE INDUSTRIAL ARCHAEOLOGY OF THE BRITISH ISLES.

1. The West Midlands, by Fred Brook.

To any member of our Society who is also a member of the Association for Industrial Archaeology, the name of Fred Brook will be well known as the organiser of the A. I. A. Annual Conference. Although he has now handed over this burden to Bill Thompson, his name will soon be known to an even wider audience through this volume which forms the first of the English volumes in a series that is intended to cover the entire country.

Published by W. T. Batsford Limited of 4 Fitzhardinge Street, London W. 1. at the price of £6. 95. this volume of 224 pages (with 67 photographs and 11 maps and drawings) covers Hereford, Worcester, Shropshire, Staffordshire, Warwickshire and the West Midlands.

The great strength of this volume must lie in the recent fieldwork carried out by the author. Every site listed in the Gazetteer has been personally visited and this ensures an authenticity and accuracy which is to be envied.

The General Series Editor, Keith Falconer, writes in the Forward that "The process of industrialization, pioneered in Britain over the last two and a half centuries, has profoundly influenced the foundations and development of all industrialised societies. The relics of this industrial revolution are thus monuments of the greatest relevance to our present society." Which seems to admirably set the scene for the importance of this volume in its regional context and of the validity of industrial archaeology in principle. When one thinks that this volume contains areas as diverse as the Black Country, The Potteries, The Severn Gorge, and the Lead Mines of Shropshire, one begins to appreciate the diversity of trades and topography in the area.

The book is divided into two basic sections, firstly (the first forty pages) an industry by industry guide to the project covered in the volume. Although it is perhaps unfair to quibble, one does wonder how effectively the space devoted to this section had in fact been used. If one takes an industry one is familiar with, in one's own part of the Country, and then compares one's knowledge of it against the relevant entry in this volume, one rapidly appreciates that each entry can be no more than a thumbnail sketch setting out basic trends which might equally be termed to be national as well as local. When considering entries for, say, canals or railways, brewing or the potteries, one is only too well aware that whole volumes have been written on single companies in such industries. The question is, is a general outline valid and useful in such a volume. I suppose that it depends on the sort of person to whom this book will appeal. It seems likely that it will not be to a specialist in a particular field of industrial archaeology who will already have consulted the specialist works on his particular subject. Much more likely, it would seem, to be the interested enthusiast who will simply be using the Gazetteer (the remaining section of the book) for use as a travelling companion when visiting an area with which he is not familiar, either to look at examples of interest to him as a specialist in the particular field, or to simply visit sites which may be close to his proposed route. To this extent I would have preferred to see the Gazetteer entries expanded. For instance, when considering possible entries for the brewing industry in the south west, I would want to be able to tell the history of the plant inside the buildings, such as the stationary steam locomotives in the Redruth Brewery or the slate fermenting vessels in the St. Austell Brewery, and the nature of the buildings surviving, for instance is there still a moultings? This sort of information is unfortunately not often included. To be fair to the author, it is perhaps dangerous to pick on a particular industry and one must look at the overall impression given and spread of interests. Certainly, this is a series of volumes which will be invaluable to all those interested in industrial archaeology and the author is to be congratulated on ensuring that the series gets off to a reliable start.

BRITISH MINING No. 5

The Memoirs of the Northern Mine Research Society, A4, of 60 Pages with plans and photographs, obtainable from R. A. Guthrie, 186 Station Road, Billingham.

This is a volume which many members of the Society will wish to own for themselves. For anybody with a general interest in industrial archaeology the articles on, for instance, two goldmines in Merionethshire, the Nenthead and Tyne Dale Lead and Zinc Company and the Force Crag Lead Mines will be of interest. However, this interest in particular contains much to interest our members. There is a description of a Cornish type boiler at Chimney Shaft, Cock Hill Mine, and the sacking of the Francises by John Taylor in 1841-42 which was contributed by Mary and Gordon Tucker. Members will remember that Professor Tucker has been a contributor to our own Journal. The greatest interest, however, will be in the two articles contributed by Council Member, Mr. Justin Brooke. Firstly there is an article on the Bubble Company, formed in 1720, to manage mining sets in Camborne and Redruth Parishes. This is probably a fairly typical small scale mining operation and its chronicling is useful precisely because it is the sort of story not usually told. There is not much romance or personal detail but undoubtedly others researching in different fields will at some time in the future find the details of value and indicating other lines of research. Mr. Brooke's other article under the title "Who discovered Devon Great Consols" is almost precisely the opposite - discussing the personalities and inter-relationship of local mining characters in the area around the time of the discovery of this once pre-eminent mine. Lastly, our member Roy Shambrook contributes an article on the 1907 reworking of the Phoenix United Mine which gives a wealth of detail of the formation of the company, the type and size of the lodes and the calculations as to the possible financial return. All in all, this is a volume which can be recommended and which may lead to the conclusion that a subscription would be well worthwhile.

THE MINES OF MERIONETH

This gazetteer of a mining area by J.R. Foster-Smith is issued by the Northern Mine Research Society and can be obtained from Mr. R. A. Guthrie at 186 Station Road, Billingham, Cleveland. A4 in size and of 42 pages, there are brief entries for 139 mines located by Ordnance Survey reference numbers and small scale plans. This cannot be judged more than an introduction to the mines of the area, as the entries are often short and leaning more towards the geology and mineralisation than the scale, history or surface workings of the individual mines. As a gazetteer this is probably a useful starting point for someone wishing to develop an interest in the area or plan a field trip, but more extensive research would be required to discover even which sites would most repay a visit. Its appeal must therefore be limited to use as an occasional reference work.

New Publications

The Federation of Old Cornwall Societies will shortly be publishing an index to volumes 1 - 16 of A. K. H. Jenkins 'Mines and Miners of Cornwall'. It will be available from the Federations Publications Officer - Mrs. S. Trenberth, 'Bronruth', Garker Road, Trethurgy, St. Austell. Price:- 50p. plus postage.

It will certainly enhance the usefulness of the series and at this price is within the reach of everyone.

The Old Metal Mines of Mid Wales, (Part 5) - Aberdovey, Dinas Mawddwy and Llangynog by our member David E. Bick has recently been published, price £1. 50.

Also available is a special edition combining all five parts into a single volume of over 300 pages with 148 illustrations and a comprehensive index. This edition is hardbound and is limited to 250 copies, each signed and numbered, price £8. 50.

Both are available from The Pound House, Newent, Glos. GL18 1PS. Please add 10% to cover postage and packing. (30p max.)

Rowe of Dobwalls

Colin Short has asked me to correct two small errors which occurred in his article published in the last newsletter. The first occurs in the final paragraph of page 3:- for 'Howes' read 'Rowes'. Secondly in the penultimate paragraph of page 4 the reference to the smaller engine available in the 8 ton chassis should be to the AV410 and not the AV470.

Members Queries

From Dennis Pallant, 58 Parkstone Avenue, Southsea, Hants. :-

There is a family tradition that my great-great grandparents may have been related or at least associated with Richard Trevithick. I have a great-great grandfather John Hambly who originated in Cornwall and whose daughter Honour married my Great grandfather George Sockett. However I always understood that the connection was through my great-great grandfather George Sockett (Sr.) or his wife Mary, nee Stockwell (or possibly Stockton).

Can any members held in finding any further information?

From Miss A. Buddle, The Victoria & Albert Museum, South Kensington, London SW7:-

On behalf of my mother, Mrs. J. H. Buddle, I am pursuing an enquiry on the subject of symbols associated with tin miners or the Stannary towns of South Devon.

Mrs. Buddle conducted a course on 'Devon Churches' in the Bovey Tracey area, during which visits were made to Chagford & Widecombe. It was not until studies for this year's Country Houses & Country Industries' course were begun that Mrs. Buddle discovered an interesting coincidence which we are endeavouring to find some explanation for: a wrought iron sign depicting three rabbits' heads was described by a local inhabitant of Chagford as 'the tin miners' sign', and the group visiting Widecombe church were assured that one of the bosses, although virtually invisible at such a distance and covered in the dust of ages, depicted the same rabbits.

It seemed a feasible suggestion that the tin miners might have adopted some symbol, but my investigations in the V & A only confirmed what little I knew of the subject already: that the three rabbits are a symbol of the Trinity - of which the most published example is the stained-glass roundel in the church at Long Melford, Suffolk; and that the only symbols which are traditionally associated with tin miners are the sun and the moon.

I appreciate that any attempt to link rabbits, tin miners and the Stannary towns of the relevant area of S. Devon is not an exercise of high academic interest - and certainly quite unrelated to my diurnal duties in the Indian Section! - but I would be very grateful if you would make enquiries among the members of the Trevithick Society, hoping that they will be as intrigued by this riddle as are the Buddles. IN the light of past associations of the Buddles with mining, I should surely regard it as a mark of respect for the family to drain away the sludge of uncertainty and reveal the ore, ready for processing!