



THE TREVITHICK SOCIETY

KOWETHAS TREVITHICK
NEWSLETTER 173 AUTUMN 2016



Celebrating the tenth anniversary of the awarding of World Heritage status to the Cornish Mining region, the giant 'Man Engine' puppet parades in Camborne on 3rd August 2016, as part of its' summer tour across the region.

CHAIRMAN'S PIECE

Having been elected as your Chairman at the AGM in May, I have to report that the promised honeymoon period was a very short lived affair, as our Society (literally) flashed up its boilers for the summer season.

While the rest of the country drifted aimlessly into summer in what appeared to be some sort of post Brexit malaise, for the Society, and especially the Council of Management it has been very much a case of business as usual (and a bit more besides).

The Puffing Devil has enjoyed a modest but successful season under the stewardship of its new custodian Colin French, and preparations are now being made to carry out its winter maintenance programme ahead of what we are anticipating will be a busy year ahead.

With the dust barely settled from the successful launch of Diane Hodnett's *Cornwall's Fuseworks* book, (on which we offer Diane our congratulations) we are reliably informed that the latest work (or more accurately re-work) from Allen Buckley is at the printers and will be available shortly also, hopefully in time for Christmas, our new-look website. Our webmaster Sean has put in a lot of time and effort into developing our website into a more powerful and attractive tool which should reap real benefits in due course.

At our last Council meeting my predecessor Phil Hosken popped in; he had been lured there by our Membership Secretary Sheila on some pretext or other for a surprise presentation to commemorate his 13 years of service as our Chairman. Having congratulated him on managing to escape the gravitational pull of Redruth's International Mining and Pasty Festival, I was happy to take a back seat while our Vice Chairman Kingsley made the presentation.

While the old guard reminisced about passed events, I found myself preoccupied by Phil's recollections on why he joined the Society in the first place and the rich and fulfilling journey his involvement with it had taken him on. Reflecting upon this, I concluded that this ultimately could be any one of us, the one key component being involvement.

Over the last few months I have become increasingly aware of just how rich and diverse the activities of our Society has become and it would be fair to say that, most if not all of them, would benefit from an influx of enthusiastic Members to engage and get involved with them.

To that end, if there is some aspect of your Society's activities that you are interested in, or that you feel, "you know I wouldn't mind doing that" or "you know I could do that". Please get in touch.

Brian Jones

Copy date for next newsletter:

December 15th 2016



Established 1935



Kingsley presenting Phil with the engraved paper weight below in honour of his years of service as Chairman and the instrumental part he played in the building of the Puffing Devil amongst other Society projects (Photos: Sheila Saunders).



LETTER TO THE EDITOR

Dear Editor,

I am writing to ask if any of your very knowledgeable members, come across references to the use of engines or other products made by Robey and Co. of Lincoln. If so, I would be most pleased to hear. I have early catalogues of Robeys: they look just like equivalent catalogues from Harveys, Copperhouse or wherever: headgear, stamps, kibbles, trams, railway rails and fittings, drills: you name it, they offered it. It would be especially interesting to learn if any of these products ever made their way to Cornwall.

Dave Davies,
Robey Trust
email: z200@onetel.com

LONG ROCK MINE

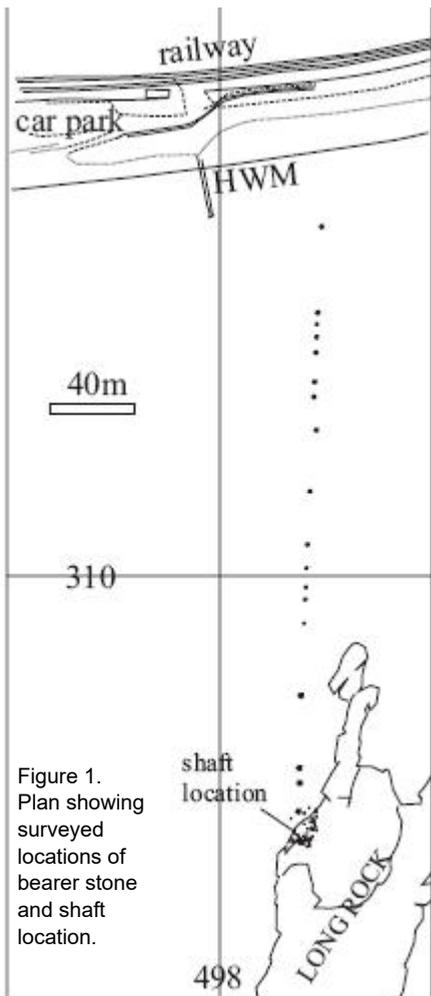
Long Rock Mine was described by the late A. K. Hamilton Jenkin (1962), whose sources were an article by George Henwood in the Mining Journal, and also some details of tin sales in the years 1819-1823 from the Buller accounts at CRO. He also described a visit in 1956 with Sir Arthur Russell, after which the features they observed were lost to sand build up and weed growth.

The Long Rock is an offshore elvan reef between Marazion and

Penzance, which becomes almost totally submerged at high tide. It only becomes totally exposed at low water spring tides. Having been a visitor to the beach at Long Rock over many years, I had, on quite a few occasions, tried to trace the features seen in 1956, never with any success.

Beyond the sources seen above, very little other historical information has come to light. However there is an interesting surface plan in A Survey of the Manor of Carva Property of J. W. Buller esq. 1832 (CRO: BU1169). This shows the shaft and a line of flat rods to an engine on the shore (this predates the construction of the railway line). Three lodes are marked on the rock (two being NW-SE copper lodes), and also another three lodes marked between the rock and the shore line. It is possible that further information may come to light in a thorough search of the Buller papers.

The storms of the winter of 2013-2014 resulted in substantial movement of sand on the beach at Long Rock, revealing probably all the features seen in 1956, with the bonus that having been buried in sand for many years there was no marine growth to obscure the various features. The opportunity was taken over a couple of



View along the line of bearer stones to Long Rock, March 2014.



A bearer stone,
March 2014.

low spring tides during 2014 to accurately survey the features revealed. The window to do this was for a very short time around predicted low tide, nevertheless involving some wading to reach some features. The survey was done with a 30m tape and calibrated Suunto compass read to 0.5°, and tied in to an outfall pipe near the Long Rock car park located to the National Grid using aerial photographs. By the time of the last survey it was noted marine growth was already taking over the exposed features.

The main items revealed are a line of about 14 bearer stones along the line of flat rods leading out to the shaft. Other stones are evidently missing or remain buried. At the shaft site large dressed rocks remain, mostly evidently moved by storms but a few apparently in their original position. These evidently formed the breakwater built around the shaft, which was destroyed before completion as described by Henwood. For this to have been successful it would have had to be built to a very considerable height. The bearer stones are seen to be 0.6 to 1m across, each with a single drilled hole on top. The full size of the stones below sand level is not seen. The only other similar feature that comes to mind surviving in the South West is at Eylesbarrow on Dartmoor, where much more extensive runs of flat rods are marked by granite supports.

Reference.

Hamilton Jenkin, A. K, 1962. *Mines & Miners of Cornwall iv. Penzance - Mount's Bay*. Truro Bookshop, Truro p. 23-25.

Alasdair Neill



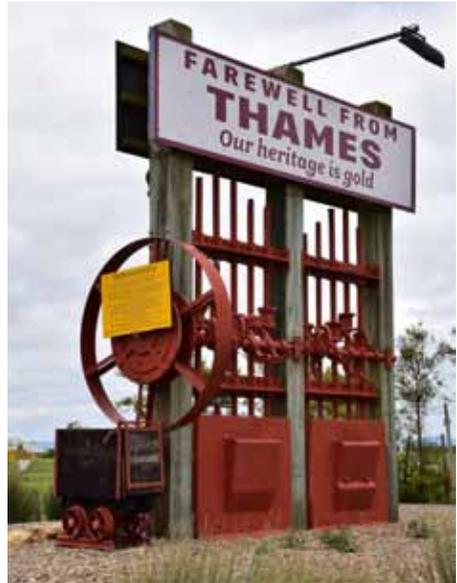
Blocks at shaft location apparently still in original position. September 2014.

NEW ZEALAND I.A.

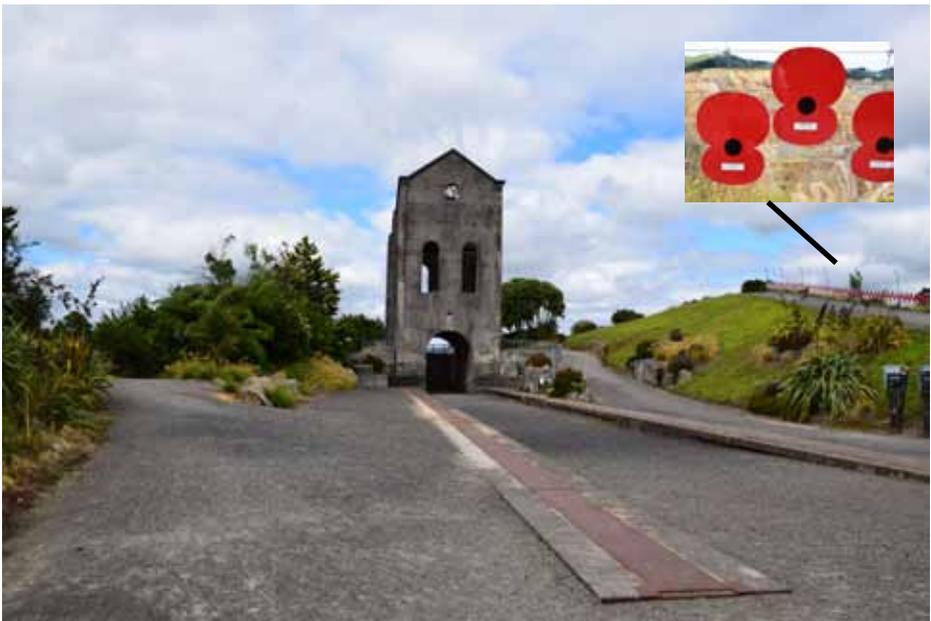
Whilst on holiday, traversing the length of New Zealand, earlier this year, I was particularly interested to see any Cornish mining connections. The highlights of which were to be found in the gold mining towns of Waihi and Thames.

Waihi has more obvious visible remains of past and present mining and is using these assets to attract visitors, with a visitor centre and mining trails, etc. The concrete engine house at Waihi is remarkable in that it is now stands nearly 300 metres away from its original site. In danger from subsidence from underground workings, this building was considered of such importance that it was moved, on teflon coated concrete beams, in 2006.

Martha Mine operated from 1878 to 1952 producing 174,160kg of gold and 1,193,180kg of silver. There were seven vertical shafts, the deepest being 600m. Production peaked in 1909 when 1500 people worked above and below ground. Mining resumed in 1987 as an open cast pit and present operations can be viewed from a path around the rim.



Along this path were 420 large poppies commemorating each person from the Waihi district who served in the Great War. It was noticeable that the majority of the poppies had Cornish surnames including the two shown who were Rickards.





The entrance of Thames was marked by a display containing two sets of stamps, both of which had been made in the town. Thames itself had few other obvious remains that distinguished it as a former gold mining town, apart from the Thames School of Mines and a plaque outside the former Old Cornwall Arms Hotel which “pays tribute to the very great number of Cornish miners in Old Thames”.

Thames School of Mines, now a museum, was incredibly like King Edward Mine, both inside and out. It closed in 1954 and remains a time capsule, just as if the students left yesterday. There were a number of Cornish links including specimens in the mineral collection donated by the Camborne School of Mines, a model of a Man Engine and a crystal-lined cavity in a boulder labelled as a vug - a Cornish word.

CNF



MAN ENGINE ON TOUR

To celebrate the 'Tinth' anniversary of Cornish mining receiving World Heritage status a truly audacious plan was hatched to design and build the largest mechanical puppet ever seen in Britain. This giant miner, christened the Man Engine, was constructed in great secrecy at the former Holman boiler works site in Camborne.

An estimated 137,000 people saw the Man Engine during its two week tour of the World Heritage landscape, which included a stop at King Edward Mine and ended at Geevor. The largest crowd was at Penzance where an estimated 24,000 gathered to see it perform. The front cover photograph was taken in Trelowarren Street in Camborne and behind the photographer the entire length of the street was filled with over 10,000 people.

The performance began with the Man Engine lying on the ground shrouded in a Cornish flag, and following some introductions and singing the flag was removed revealing the prostrate miner. The puppet would then rise, supported by a large Volvo digger, to reach a height of

over 10 metres, where controlled by a team of puppeteers pulling ropes, the arms and legs would move and the head would rotate and the mouth and eyelids would open and shut. Smoke would also issue from various orifices in its mechanical construct and the miners lamp would glow. The photograph below shows the Man Engine leaning forward to hand over a model of an engine house made from off cuts of the Man Engine itself, which Will Coleman is holding aloft from his platform on top of a land rover. This illustrates the dexterity of movement of this amazing achievement. This photograph and the other, bottom right, were taken at Heartlands, at Pool, where thousands gathered despite the misty conditions. The mist did provide an ethereal atmosphere which was enhanced by the shadowy presence of Robinson's Engine House in the background.

The Man Engine project was not just about the tour of a giant puppet, the project team engaged with schools in a heritage education programme, and some of the large exhibits that accompanied the Man Engine were made in the classroom. It was also well choreographed with much leafletting and other publicity which



tantalising said something big was coming but gave no tangible details. Remarkably, they were able to keep the form of the Man Engine a secret until its unveiling.

The Man Engine spectacle generated a huge amount of publicity and not only did it appear on the National news, it was picked up by news organisations across Europe and in America. It undoubtedly did more to publicise the Cornish Mining World Heritage Site than anything seen previously and crucially engaged many tens of thousands of people, who were left in no doubt about the contribution made to the development of the modern world by the spread of Cornish miners and their technology across the globe.

It is now hoped to take the Man Engine on a global tour to visit some of the mining regions of the world where Cornish miners left their mark. After its spectacular success in Cornwall, it is the



vision of Golden Tree Productions to follow the footsteps of Cousin Jacks and Jennys and spread the word to a global audience. Given their record and enthusiasm, this ambition seems very likely to come to fruition.

CNF



LEVANT REPORT

Work to the lime wash on the internal walls to the engine house is still being undertaken. Further work will be needed to the air pump and its operating rod bearing during the winter shutdown, along with a repainting of the engine and pipework.

We are still having corrosion problems with the boiler pipework. The blowdown pipework has been totally replaced along with other condensate pipes. It appears that the mains water at Levant is very acidic, and samples of boiler and supply water have been sent off for analysis. If necessary an additional dosing pump may have to be deployed to get the PH levels right.

Work to the exterior of the head frame is complete now and the scaffolding dismantled and St. Piran's flag is now proudly flying once more. The newly constructed internal launder underneath the diverter sheave will be in position soon.

The commemoration of the 100th anniversary of the first day of the Battle of the Somme, simulating life in the trenches using an area of 'No Man's Land' landscape on the mine site was very well attended and received a lot of publicity.

Following an inspection by a mining 'expert' of The Health & Safety Executive, the National Trust has been forced to close the Man Engine Tunnel. According to the gentleman that came to inspect the site, he informed us that as soon as a foot is placed on the spiral staircase, then you are underground and in a mine! I now wonder if any basement area, underpass or subway etc., would come under the same ruling. In my view this is a ludicrous ruling and we are investigating the situation. In the meantime Levant is getting numerous complaints from visitors who are being excluded from the tunnel. This includes the relatives of the Man Engine disaster who wish to pay their respects.



On the 16th of September Pete Joseph (wearing the hat in the photograph below) was given a surprise celebratory 60th birthday party with mainly Trevithick Society members in attendance. It started at Levant with a special steaming of the beam engine when anybody that wanted to, had the opportunity of driving the engine (under supervision I must add!) The celebration then continued at The Queens Arms at Botallack for drinks and a meal. The Society is deeply indebted to Peter for the incredible work that he does for the Society, and of course he is a volunteer guide at Levant. Thanks are due to Kingsley for the deception in getting Pete to attend, and to Hylde Harker for organising the event and for supplying the cake and champagne.



Ron Flaxman

Photos on this page: Lisetta Laird



LEVANT RESEARCH PROJECT PROGRESS REPORT

Summer weather has always provided me with a good excuse for neglecting the desk work in favour of gardening, long walks, and so on..... This year, despite a less than sizzling St. Just summer, has been true to form and this report may seem a little thin. However, on the rainy days, I have managed to apply the seat of the pants to the seat of the chair and consider the implications of a few bits and pieces which came to light during research carried out earlier in the year.

The first report on this project held out the hope that the Jenkin letterbooks may fill out some of the details of the first sale of ore from Levant. The second report said that this was not the case but that details were emerging, so I thought that this time, those details could be looked at and the implications considered.

The first sale of ore took place at a ticketing in Redruth on 12 April 1821 and the buyers were Williams Grenfell and Crown Copper Company. The Royal Cornwall Gazette of 14 April reported that they bought 11 tons of Levant copper ore at £10-7-0 per ton. So the total sale value would have been £113-17-0. The Jenkin Archive in the Courtney Library discloses that it was agreed at the ticketing that whoever bought the 57 tons of Botallack ore would also take the Levant parcel at the same standard, "these ores being at Penzance from whence the other ores are shipped". (HJ/2/7 12/4/1821)

So we immediately seem to be faced with a variation from standard practice – in the Central Mining District standard practice was for samplers to visit the mine where the ore would be held until purchased. What seems to be happening in the case of Botallack and Levant ores, and probably all St. Just ores, is that they are being held in Penzance not at the mine. This is confirmed by William Jenkin, as quoted by Penny Watts-Russell (The

Cornish Copper Agents Story, Journal of the Trevithick Society 37, 2010, p.46), when he says, "The Botallack ores, being at Penzance were sampled by two samplers the preceding evening." All other sampler deployments involve actual mines rather than ports or what we might refer to as concentration points. This difference in practice was first pointed out to me by Alasdair Neill who suggested that the same system may also have applied in the Tamar Valley and Caradon.

There are obvious ramifications here in so far as the mines themselves would have had to organise and pay for the carriage of their ores to Penzance and arrange to store them there in advance of sampling. The question then arises of whether the mines were reimbursed for the cost of this carriage and storage or whether it was a penalty they had to bear for being so remote. The answer seems to be that they were reimbursed. On May 12 1821 an outgoing letter to John Batten and Sons, Penzance runs:

"I enclose two bills, value together £115 18s 4d for Levant ores purchased by Williams Grenfell & Co & The Crown Copper Co. the 12th ulto. Also my cheque on the Cornish Bank £5 16s 8d for the carriage of the same, 5 per cent poundage deducted." (HJ/2/7 12/5/1821))

On the face of it £5-16-8d for the carriage of 11t ore from Levant to Penzance seems steep. In 1817 William Jenkin quoted 7/6d per ton for the carriage of Gwennap ores to The Pill (Penny Watts-Russell, The Cornish Copper Agent's Story Concluded: The Quays, Journal of the Trevithick Society 40, 2013 p.19), while the Levant to Penzance cost seems to be more like 10/6d per ton for a similar distance. Elsewhere in the letterbooks William Jenkin quotes 9/- for carriage from Poldice to The Pill, a distance of 6.75 miles, working out at 4d per ton per quarter mile. Levant is about 7.75 miles from Penzance so at the same rate the charge should be 11/2d, pretty much what was paid with poundage added back in.

Records show that carriage costs decrease dramatically after this.

SOUTH CROFTY UNDER NEW OWNERSHIP

In 1834 Pascoe Grenfell paid 6/6d per ton to reimburse Levant for carriage of copper ore to Penzance and by 1850 the Cost Books show that the rate was down to 5/6d. In 1821 carriage was by mule train and by 1850 this would have shifted to horse and cart. It remains unclear precisely when the move from mule to horse and cart occurred but in 1836, when the Reverend Symon visited Levant, they were despatching copper ore “in sacks about as the thick part of one’s thigh.” (Reverend Thomas Symonds (1773-1945): An account of his visit to Cornwall in the summer of 1836. Warwickshire County Record Office, CR2855) These sound like bags for mule pack saddles. Alfred Jenkin makes it clear elsewhere that the ore was shipped to Wales loose so why take it to Penzance in sacks unless on mules? Or is the tributers’ ore being kept separate right up to sampling in Penzance and therefore being moved in sacks?

It’s clear that the generally accepted pattern of ore being sampled on the mine and the smelter’s agent organising and paying for all transport does not apply in St. Just in 1821. It’s also clear that the distinctive St. Just practice of shipping to Penzance for sampling continues into the 1850s as the reimbursements can be seen in the Cost Books. How long this practice lasts is not presently known and neither is it clear whether the practice dictated that all St. Just ore was shipped from Penzance, though Alasdair Neill’s index to the Jenkin letterbooks suggests that carriage to the Mount and shipping from the Mount, where Pascoe Grenfell & Sons is shown to have had an ore plot in 1834 (Sketch of the Houses in St. Michael’s Mount 1834), did occur. However, it seems more than likely that ore would be taken to the Pascoe Grenfell ore plot on the Mount after sampling at Penzance, where it would have been stored in the yard that Levant rented from John Batten & Sons at £5 for two months pending ticketing and purchase. (March-April 1849 Levant Cost Book, Cornwall Record Office RG/185)

Ted Mole



The assets of South Crofty have been bought by the Canadian mining company Strongbow Exploration Inc. from the administrators. Since its closure in 1998 the mine has not been completely inactive with years of near surface development and exploration, by the former owners Western United Mines, providing employment for a small number of miners. During this time there were repeated assertions that mining would resume in “two years”, which sadly never came to fruition. Such a prospect receded into the distance when South Crofty went into administration in 2013.

At some point in the future tin mining will resume in Cornwall. Tin is a rare element in global terms, is little recycled and a continuous supply is needed for the electronics industry, etc., so perhaps the prospects for South Crofty are now much improved. Having said that the publicity surrounding the purchase of the mine by Strongbow did say “it could be operational in just two years”.

CNF

KING EDWARD MINE

King Edward has now closed for the 2016 season - an earlier closure than usual to enable the builders to renew the roof on the mill and the boilerhouse behind the shop. The boilerhouse roof is a scantle slate one and the builders are managing to lay a square metre a day and are now at the halfway stage. The mill roof is of the asbestos sheet variety and will be renewed with a similar looking material but asbestos free. The mill crew have now drained down all the pipework and covered the machinery to provide protection during the work.

The season has been a fairly busy one with a slight reduction in admissions which came as no surprise as building work does put visitors off. The redesigned shop, however, has shown a good increase in turnover proving that the format required updating. We are now having to put our thinking caps on to decide how we are going to manage the visitor flow next season.

During the closed season we shall not have access to the main buildings as they will be under the control of the builders but we hope to clean and paint the museum to freshen it up. Once the contractors have vacated in the Spring we will have quite a bit of work for the field crew to do outside as time will rapidly pass and our annual Open Day will be upon us. The 2017 event will be a two day affair and there will also be an official opening of all the site improvements. This, of course, is still in the planning stage. We will be pleased to have the cafe open for next season. The Assay building is currently being altered and extended to accommodate this new facility. With staff discount on meals will the volunteers be fit for work???

Outside work continues by member Graham Sowell in digging out the calciner and he keeps finding things which we are at a loss to explain. Alan Bingley continues to construct the Cornish hedges needed around the site and which gives

the site a rustic look in keeping with a mine vista.

We need volunteers to do a variety of jobs so if you feel you can assist in any way drop in and see us or ring the chatline 01209 716811.

KJTR

BOMBS AWAY!

I recently received the following from our member Brian Jeal of Ross on Wye. Brian, whose marvellous reminiscences of his time in India as a Holman's representative appeared in our last three Journals. He has just turned 90 but still keeps abreast of Society matters.

He says: "I have bought a copy of Diane Hodnett's book *Cornwall's Fuse Works* and I thought the following little tale relating to Bickford-Smith's might be amusing.

I was serving my time at Holman's in the early Forties and with a gang of fellow apprentices used to collect short lengths of fuse from a dump behind Bickford's works. We would unravel these and use the gunpowder to make bombs! We had great success when we used a .303 cartridge case, crimping the end to seal the fuse in.

My Stepfather, Bert Bray, used to work down Crofty, which was run by a Mr Clarence Paull. On Firework Night Bert used to bring home some 'Cheesers' – used to light the fuse for blasting underground. They produced a very hot green fire and were a pretty display. They still used candles and they were the old-fashioned dipped type. They were smokey for indoors but they gave a good light. Acetylene lamps were beginning to be used. If a few grains were thrown down a drain, followed by a match, a most satisfying explosion resulted. All true!"

Graham Thorne



KENNETH BROWN

As many readers will be aware member Kenneth Brown has spent a lifetime studying and recording mine engines and their associated houses, both in Cornwall and farther afield. Due to advancing years Ken is now living at a care home near Marlborough, Wiltshire. His remarkable archive has now been deposited at The London Museum of Water and Steam (formerly known as Kew Bridge Steam Museum) at Green Dragon Lane, Brentford. The collection is available for study at the museum during opening hours. For further information the museum telephone number is 0208 5684757.

The writer has visited Ken recently and he has settled in well in his new surroundings. He has his car and a short drive takes him to the Crofton pumping engines on the Kennett and Avon Canal where he can chat to staff and visitors alike and also nearby is the West of England main line from Paddington so Ken can keep up his lifetime interest in railways.

KJTR

ROYAL VISITOR TO CORNWALL

It is not often that a steam locomotive travels on the main line through Cornwall these days. The photograph above shows the Princess Elizabeth crossing the Dolcoath halt with Wheal Harriet engine house in the background.

The building on the right, now the Pengegon Institute, was once the carpenter's shop for Dolcoath Mine and, I believe, acted as the temporary morgue whenever there was a fatality.

Princess Elizabeth was smoking like a trooper and was evidently being stoked with poor quality coal, as the photographer and the small crowd of spectators were about to find out when the engine passed underneath the footbridge. We were completely engulfed by the massive cloud of 'soot and steam'. It brought smiles to the faces of everyone present.

CNF

PUFFING DEVIL

The Puffing Devil is now in store for the winter having had a successful and eventful year. John Woodward has stepped down as custodian of the replica and I have taken on that role. John remains a member of the crew.

The engine appeared at the West of England Steam and Country Fair at the Stithians Showground for three days in August. It was manned by Sean Oliver, Colin French, Brian Jones and Ralph Ingham, who was on holiday. Ralph and his wife Sue intended to camp on site for the three days, but had to abandon the campsite early due to a substantial storm which swept through. We are deeply indebted to Ralph and Sue for their fortitude and all the assistance given by them both. The first two days of the rally were relatively quiet, though enjoyable as the visitors were mainly steam buffs. However, takings at the Society yellow tent were so

poor, it was decided to pack up shop a day early, especially as the weather forecast was grim. Despite this forecast and cooler, damper conditions, Sunday turned out to be the best day with much larger crowds and a steady stream of interested visitors viewing the engine, many of whom were on holiday and had never seen the Puffing Devil before.

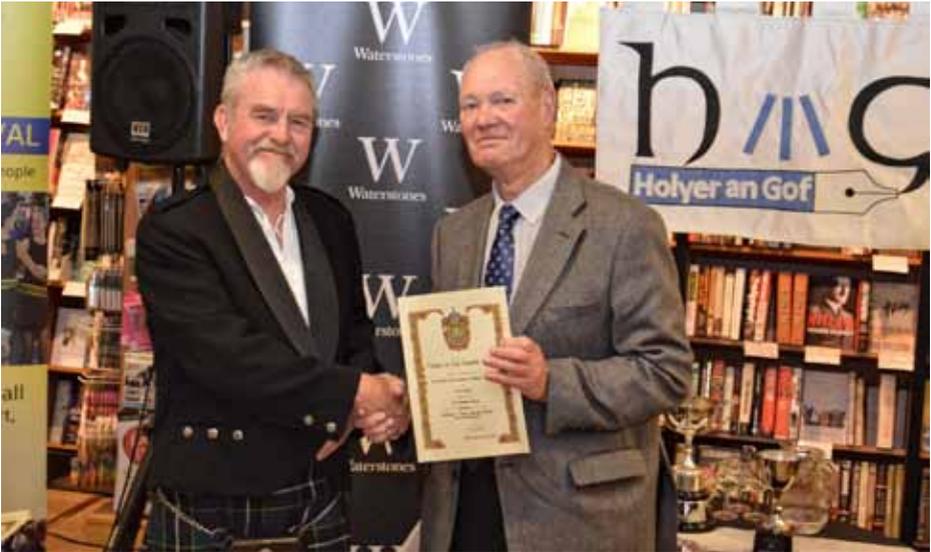
The engine also appeared at the Bodmin and Wenford gala weekend where it was manned by Phil Porter and Kingsley Rickard.

The Antiques Road Trip programme was broadcast on September 22nd, providing another brief opportunity to rewrite the history books and explain that it was Trevithick's invention of the higher pressure steam engine that drove the Industrial Revolution forward and was indeed a pivotal moment in the history of the World.

CNF



Colin French (left) and Ralph Ingham at the event (Photo: Sonia French).



The photographs on this page show Allen Buckley (above) and Tony Bennett (below) receiving their runner-up awards at the Holyer an Gof Awards Ceremony at the Waterstones bookshop in Truro. The Holyer an Gof Awards are organised by Gorsedd Kernow to promote publications relating to Cornwall and/or its language.

The Society had two books out of the four recommended in the maritime, heritage and history section of the Holyer an Gof awards on 12th July. While the Society did not win first prize it was highly commended by the judges on the continued high quality of both the content and layout of its books. The first prize went to Adrian Spalding for his book on Loe Bar which was mentioned in newsletter 171.



PUBLICATIONS

Our autumn publication this year is a reissue of an important standard work which has long been unobtainable. *The Great County Adit* by Allen Buckley was published by the author in 2000 and for some years even second hand copies have been hard to find. So when Allen approached us about republication we were delighted to take the project on board.

The new edition has been completely revised and extended; a larger page format has enabled us to include a much improved set of maps, new illustrations – many in colour – and a gazetteer of what can be seen along the adit's course. Although by its nature less obvious to observers, there is no doubt as to the significance of this undertaking, remarkable as an example of co-operation between mine owners who were otherwise keen competitors. The Mining Journal in 1843 called it "the most extensive, valuable and systematic undertaking of its kind in Cornwall – perhaps in England and we believe few in the world exceed it in importance." Allen Buckley knows more about the adit than anyone and has explored most of it during his working life. This is the history of a work of national importance. *The Great County Adit* should be on sale in October

Cornwall's Fuse Works by Diane Hodnett recently received excellent reviews in both the Western Morning News and West Briton. It is another excellent contender as a Christmas gift suggestion – or why not treat yourself? Our recent histories of *Great Wheal Vor* and *Wheal Basset* are also still available if you missed them.

Graham Thorne

ANNUAL SUBSCRIPTIONS

It has been many years since subscription rates were increased and with ever increasing costs, particularly the postage costs of servicing the membership, the matter of future subscriptions was raised at the Council meeting last Saturday.

Subscriptions are due on January 2nd each year and therefore it was agreed to take the following subscription rates to the membership to vote on at the next Council meeting to be held on Saturday 12th November 2016:

Individual Members	£28.00
Family Members	£33.00
Overseas Members	£35.00
Corporate Members	£35.00

The proposed rates remain amongst the lowest of comparable organisations.

Please use the voting slip included with this newsletter to register your vote.

Please return your voting slip, to arrive no later than midday on Friday 11th November 2016, to:

Jerry Rogers, 17 Chiltern Road, Sandhurst, Berkshire GU47 8NB

or

make your views known by emailing:

jerry_rogers1@outlook.com



SOCIETY MEETINGS PROGRAMME

KEM: meet at 1900hrs for a 1930hrs start at King Edward Mine, Troon, Camborne TR14 9DP.

Liskeard: Meet 1900hrs for a 1930hrs start at The Long Room, Liskeard Public Hall PL14 6BW.

Monday 10 October (Liskeard).

The Shamrock: A history of the boat moored at Cotehele and the estate by Joe Lawrence.

New Liskeard Room

Friday 14 October (KEM).

Castle-an Dinas by Tony Brooks.

This was a large mine operating on and under the ancient fort.

Friday 11 November (KEM).

My Father's shipping life & the Hain's shipping line by Capt Eric Kemp.

Monday 14 November (Liskeard).

Minerals by Courtenay Smale, curator of Caerhays mineral collection.

Long Room

Sunday 27 November (KEM).

Mine surveying practise and a visit to South Condurrow mine by Kim Moreton ttbc

Friday 9 December (KEM).

Crimbo quiz.

Monday 12 December (Liskeard).

Quiz.

Long Room

Non members are welcome to attend.

Non-members £2.00 please.

Contact:

Tracy Elliott

Little Innisvath,

Lockengate,

Bugle, St. Austell

PL26 8SA

tracyclimber@hotmail.com

(07785 741287)

For up-to-date news check:

<http://www.trevithick-society.org.uk>

MEMBERS' BENEFITS

Trevithick Society members are entitled to free entry (on production of the membership card) to the following attractions:

- King Edward Mine
- Cornish Engines at Pool (East Pool Mine and Michell's Whim)
- Levant
- Geevor Museum

Also:

- Members are invited to visit Poldark Mine free of charge on production of a valid membership card.
- 10% off book purchases at Tormark.
- 20% off purchases at KEM shop.

TREVITHICK SOCIETY OFFICERS AND OTHER REPRESENTATIVES



President: Bryan Earl



Chairman: Brian Jones
10 North Parade,
Penzance,
TR18 4SH
bjoneselectrical@btconnect.com



**Vice-chairman/Promotions Officer:
Kingsley Rickard**
k.rickard@talktalk.net
Tel: 01209 716811



**Publications Secretary &
Journal Editor:
Graham Thorne**
11 Heriot Way, Great Totham,
Maldon, Essex CM9 8BW
Tel: 01621 892896
thornes@totham22.freerve.co.uk



Newsletter Editor: Dr. Colin French
12 Seton Gardens, Weeth Road,
Camborne, Kernow.
TR14 7JS.
Tel: 01209 613942
cnfrench@talktalk.net



**Membership & Subscriptions:
Sheila Saunders**
PO BOX 62,
Camborne. TR14 7ZN
membership@trevithick-society.org.uk

Hon. Secretary:
PO BOX 62,
Camborne.
TR14 7ZN

Curator:
Pete Joseph
curator@trevithick-society.org.uk

Programme Secretary:

Tracy Elliott
Little Innisvath,
Lockengate,
Bugle,
St. Austell
PL26 8SA
tracyclimber@hotmail.com Tel: 07785 741287



Treasurer: Jerry Rogers
17 Chiltern Road,
Sandhurst,
Berkshire.
GU47 8NB
jerry_rogers1@outlook.com
Tel: 01344 775946



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The Chatline: 01209 716811
<http://www.trevithick-society.org.uk>