

THE

WINTER 2023

TRIBUTER

CORNWALL & WEST DEVON
MINING WORLD HERITAGE
SITE NEWSLETTER

DISCOVERING THE MINER'S CHURCH

**MINeworkERS'
SMALLHOLDINGS** WITHIN
THE TAMARA LANDSCAPE
PARTNERSHIP AREA

BOTALLACK MINE
WAGGON MODELS REVEALED

PLUS

**CORNISH BUILDINGS
GROUP**
& WORLD HERITAGE SITE
AWARDS 2023

**AUSTRALIA'S VICTORIAN
GOLDFIELDS' WORLD
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DOLVIN ROAD COTTAGES

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PHOTO OF THE SEASON

East Pool Mine, Michell's (or North) Whim
November 2023
Photo: James Breslin



unesco

Cornwall and West Devon Mining Landscape Inscribed on the World Heritage List in 2006

The Cornish Mining World Heritage Site

[www.cornishmining.org.uk](http://whc.unesco.org/en/list)

<http://whc.unesco.org/en/list>

We want to ensure your needs are met. If you would like this information in another format or language please contact:

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Message from the team

DEAR TRIBUTERS

Sally Weston, World Heritage Site Lead Officer

A warm welcome to this edition of the Tributer. It's been a busy few months for us, with a variety of visitors and events. It's exciting to see moves being made towards two Cornish related mining World Heritage Sites in South Australia and Victoria, and Trevor Budge, City of Greater Bendigo World Heritage Strategic Projects Officer, has penned a fascinating article on their work to include sites on the Australian Tentative List – a crucial step towards achieving World Heritage status.

We have attended various heritage events including the International Mining and Pasty Festival at Redruth, where we were kindly hosted by Kresen Kernow, Cornwall Heritage Trust's event held at Heligan, and the Bord Ertach Kernow Expo at the National Trust's Godolphin property. These are our first big post-Covid events and it's been great to be out and about talking to the community about our work around the World Heritage Site. The Expo held at Godolphin was a two-day event with the first day designed to highlight heritage sector careers and opportunities. It was interesting to talk to the school children who attended about their career plans and answer questions they had about the World Heritage Site and heritage jobs alongside broad representation from our sector colleagues.

We are a member of World Heritage UK, an organisation set up in 2015 to undertake networking, advocacy and promotion of the UK's 33 outstanding World Heritage Sites and those on Tentative List Sites working towards a nomination for World Heritage Site status. Each year they hold an annual conference for UK World Heritage Sites and interested parties from the wider Sector – the National Trust and Historic England for example, as well as local organisations based near the conference's host location. We're delighted to share that we will be hosting their 2024 annual conference next October. We will keep you updated as the subject and speakers are confirmed.

Throughout the year we have continued to work with and support organisations across Cornwall and West Devon looking to strengthen and improve our heritage.

We had a successful collaboration with the Cornish Buildings Group, recognising high quality new build and restoration work across Cornwall with an awards event held at Kresen Kernow in Redruth earlier in the year, and we continue to support Cornwall Museums Partnership in their work to recognise great museums and the work their volunteers and staff do across Cornwall. Many of these museums are within the World Heritage Site Areas and their collections reflect our mining history and heritage.

2023 has also seen the completion of research commissioned in association with the Tamara Landscape Partnership scheme. Research into mineworkers' smallholdings in the Tamar Valley has been delivered under the aegis of the scheme's Heritage strand and now complete, this excellent work provides an overview of smallholding mineworkers living in the Tamar Valley area in the mid-nineteenth century. Please see the article in this edition for further details and a link to this online.

I mentioned in the last newsletter that we were embarking on UNESCO's Periodic Reporting of the World Heritage Site, along with all other European and North American Sites. This work was completed and we're awaiting feedback. It enables us to provide an up-to-date review of the Areas in the World Heritage Site and compare how things are changing and evolving from one reporting period to the next, in turn influencing the priority actions in our 5-year Management Plan.

I also mentioned I had been familiarising myself with the Site which I have continued to do, spending more time in the West Devon and East Cornwall locations learning more about Tavistock, the Tamar Valley and Devon Great Consols amongst others. Despite the wet and windy weather we've been experiencing I hope, where possible, you're able to spend some time out in our amazing World Heritage Site over the next few months, whether that be in the landscape or to one of the various museums telling the mining story.

Sally Weston



Left to right: the engine houses at the Rule and Holman shaft sites, South Caradon Mine

DISCOVERING THE 'MINER'S CHURCH'

It was the wallhanging at St Paul's Church at Gulworthy that first caught my eye, an evocative piece that captured the mining history in this now remote corner of West Devon. I picked up the copy of a booklet, *Gulworthy - A Crossroads in Time*, on the table welcoming visitors to the church and soaked in the history of this place. Fittingly, the booklet was produced to celebrate the 100th Anniversary of the neighbouring Parish Hall, otherwise known as the Miners' Hall. The Hall was built by miners to be their meeting place and a place for the wider community to come together. Along with the Church and School, these three public buildings remain forming the heart of a scattered parish of hamlets and farms.

The parish of Gulworthy was established in 1857, before this the land was part of Tavistock. Francis Sackville Russell, the 7th Duke of

Wallhanging in Gulworthy Church



PHOTO: LESLEY STRONG

Bedford, covered the full cost of building St Paul's Church to serve the large number of people working in the local metal mines. Today, this Grade II listed building is still known as 'The Miner's Church' and sits alongside the Parish Hall and School at Gulworthy Cross, at the centre of the parish.

The Gulworthy area was the centre of substantial mining activity and the population increased rapidly in the mid-1800s with the scattered population working in local mines including Devon Great Consols and at the port of Morwellham. Over 1000 people were employed in mining locally. When the mines closed, the population of Gulworthy diminished as people moved out of the area to find work. Shops, chapels, quays and pubs in the area closed and in 2021 the parish had a population of 561 with local employment predominantly agriculture and forestry.

A wander through the churchyard is a reminder of the mining heritage of this parish and some familiar locations are now reflected in lettering on gravestones. Devon Great Consols, Wheal Josiah, Morwellham, Gawton, New Quay and Mill Hill are all represented here. One gravestone reflects on the diaspora of workers in the area, Samuel Mitchell of Devon Consols (sic) along with his wife and son, also of another Samuel Mitchell of Illogan Woods, near Redruth, and of daughter Mollie who died in Australia. Another gravestone is that of Captain William Clemo of Devon Great Consols, his wife Anna Maria and their two sons. William Clemo (who died in 1900 at the age of 78) had been an employee of the Devon Great Consols Ltd company since its earliest days and was involved in the sinking of the shaft at the first part of what eventually become the famous copper mines. Clemo worked at Devon Great Consols for 56 years, his roles including underground captain and chief agent.

It's worth stopping off to discover this corner of West Devon and its links with mining heritage and is particularly beautiful in spring when the churchyard is immersed in a sea of daffodils.



Detail from wallhanging



PHOTO: LESLEY STRONG



PHOTO: LESLEY STRONG



PHOTO: LESLEY STRONG

A WANDER THROUGH THE CHURCHYARD IS A REMINDER OF THE MINING HERITAGE OF THIS PARISH



PHOTO: LESLEY STRONG

Questions for the Team

DELVING DEEPER

In this section we answer some questions relating to the Cornwall and West Devon Mining Landscape World Heritage Site.



WHEN WAS BLASTING FIRST USED FOR MINING IN CORNWALL?

It is understood that gunpowder, or black powder as it was also known, was first used in the mines of Cornwall in 1689.

Prior to this rock was broken by means of simple manual labour or through using the techniques of fire-setting or lime-blasting. Fire-setting involved the setting of fires against the face of the rock to be broken, which would be quickly doused in water once sufficiently hot. The resulting rapid contraction of the rock face would cause this to fracture and break as required.

The alternate use of lime-blasting involved the boring of holes within the rock face which would then be filled with quicklime prepared previously. The hole would be fitted with a wooden plug with a hole in its centre, through which water would be introduced. The resulting chemical reaction and expansion of the quicklime would crack the rock which could then be cleared.

Somerset born Thomas Epsley is understood to be the first documented user of gunpowder for blasting in Cornwall and is believed to have been invited to demonstrate his technique at Great Work Mine, near Godolphin Cross, in June 1689, by Sidney Godolphin - 1st Earl of Godolphin, KG, PC (1645-1712). This was then known as 'shooting the rocks' but Epsley would not profit from his endeavours unfortunately, as he is recorded as having been killed at Great Work Mine in December that year. This was presumably the result of a blasting accident, but regardless of this apparent setback the technique soon spread and by the end of the eighteenth century some 200 tons (4,000 barrels) of powder were being used in Cornish mines annually. Gunpowder works such as those at Cosawes Wood and Kennall Vale, Ponsanooth, were set up in the early nineteenth century to meet the growing demand.

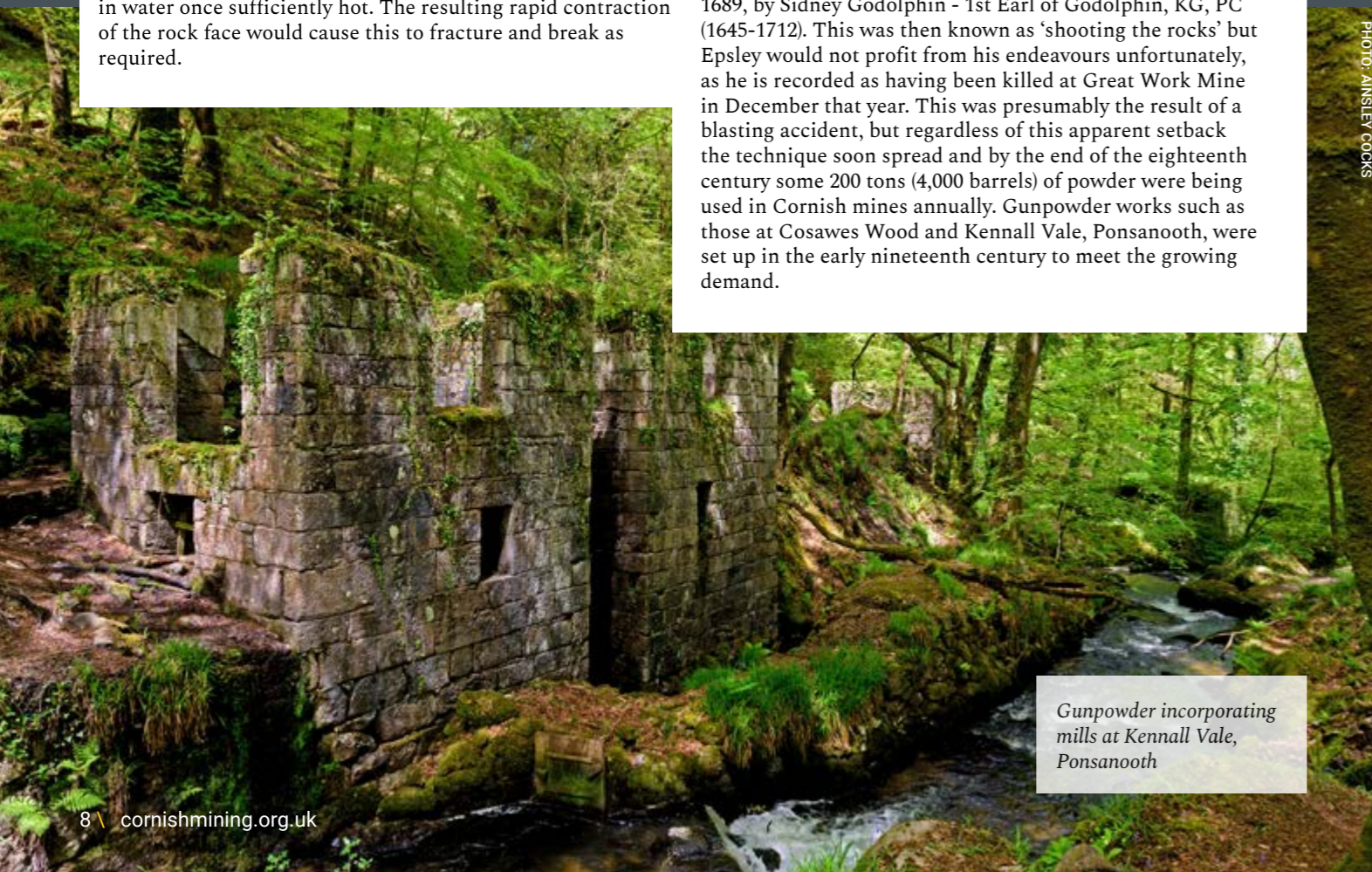


PHOTO: ANSLEY COOKS

Gunpowder incorporating mills at Kennall Vale, Ponsanooth



WHAT IS THE LARGEST AREA WITHIN THE WORLD HERITAGE SITE?

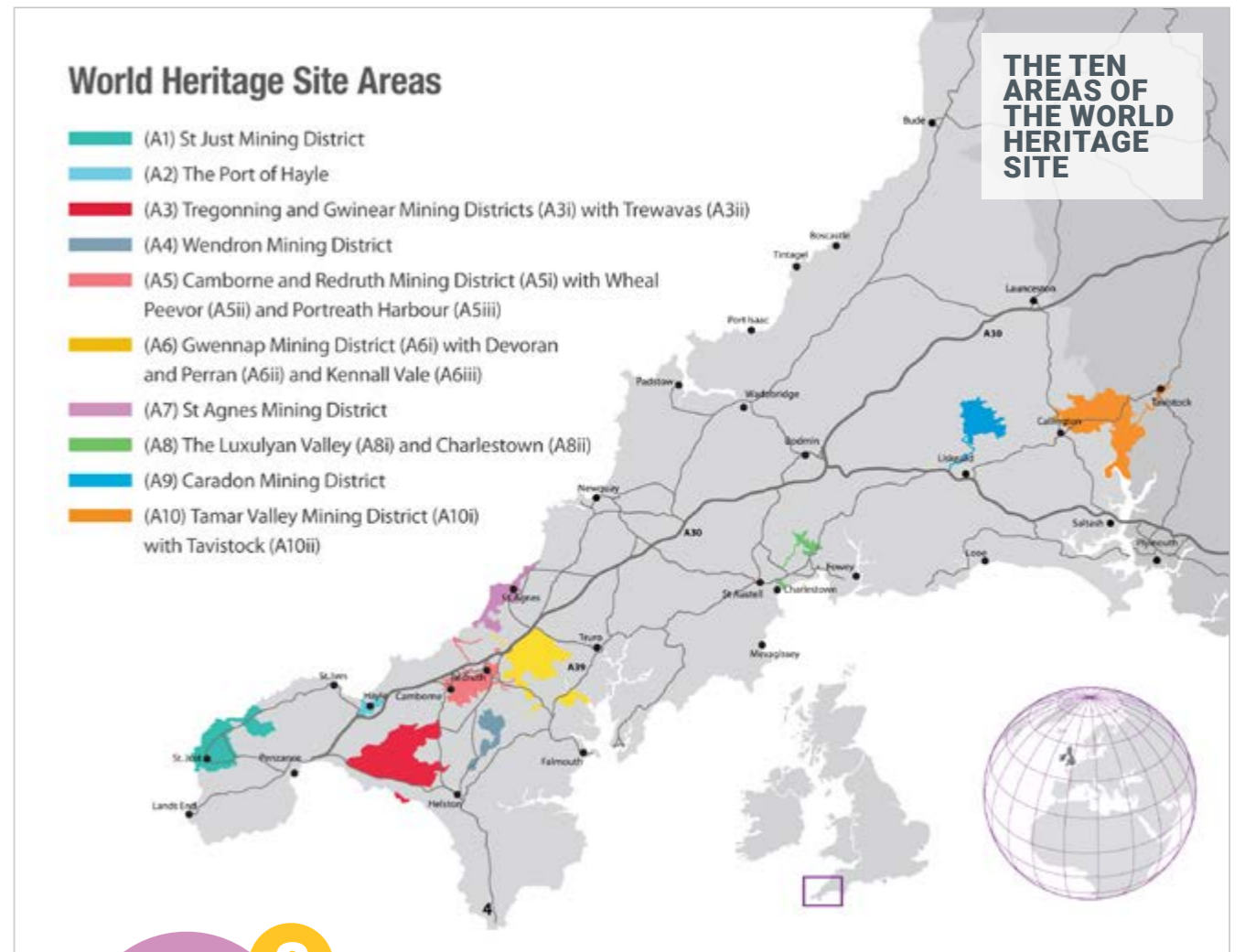
The Cornwall and West Devon Mining Landscape World Heritage Site is a serial Site, in that it comprises ten separate areas across Cornwall and west Devon. Together these make up the single World Heritage Site.

In terms of geographical size, the ten areas can be ranked as follows (largest to smallest).

- Area A3 - The Tregonning and Gwinear Mining Districts with Trewavas (4484 ha)
- Area A10 - The Tamar Valley Mining District with Tavistock (4152 ha)
- Area A6 - The Gwennap Mining District with Devoran and Perran and Kennall Vale (3050 ha)
- Area A1 - The St Just Mining District (2672 ha)
- Area A9 - The Caradon Mining District (1437 ha)
- Area A5 - The Camborne and Redruth Mining District with Wheal Peevor and Portreath Harbour (1397 ha)
- Area A7 - The St Agnes Mining District (1225 ha)
- Area A4 - The Wendron Mining District (810 ha)
- Area A8 - The Luxulyan Valley and Charlestown (276 ha)
- Area A2 - The Port of Hayle (207 ha)

World Heritage Site Areas

- (A1) St Just Mining District
- (A2) The Port of Hayle
- (A3) Tregonning and Gwinear Mining Districts (A3i) with Trewavas (A3ii)
- (A4) Wendron Mining District
- (A5) Camborne and Redruth Mining District (A5i) with Wheal Peevor (A5ii) and Portreath Harbour (A5iii)
- (A6) Gwennap Mining District (A6i) with Devoran and Perran (A6ii) and Kennall Vale (A6iii)
- (A7) St Agnes Mining District
- (A8) The Luxulyan Valley (A8i) and Charlestown (A8ii)
- (A9) Caradon Mining District
- (A10) Tamar Valley Mining District (A10i) with Tavistock (A10ii)



THE TEN AREAS OF THE WORLD HERITAGE SITE



MINeworkERS' SMALLHOLDINGS

WITHIN THE TAMARA LANDSCAPE PARTNERSHIP AREA



PHOTO: BARRY GAMBLE

Above: Calstock within the Tamar Valley; at 58, this parish featured the most smallholding mineworkers of all the parishes assessed within the recent research.

The arsenic chimney at Devon Great Consols Mine, Gulworthy. Mineworkers from across the Tamar Valley would have depended on this mine for their livelihood in the nineteenth century with some having a dual-occupancy role – both mining and smallholding.



PHOTO: BARRY GAMBLE

The Cornwall and West Devon Mining Landscape World Heritage Site (WHS) is the largest industrial World Heritage Site (WHS) in the UK and is defined by a suite of seven landscape 'attributes' (or features) which together express the Site's Outstanding Universal Value (OUV), or international importance.

While metalliferous mine sites with their component Cornish-type engine houses and other features are readily recognisable within the landscapes of Cornwall and west Devon, mineworkers' smallholdings are much less so. These are often mistaken as simply small fields, or clusters of small fields, associated with commercial farming.

Historically, these smallholdings comprised small subsistence farms whereby mineworkers would manage a small landholding of perhaps 3 to 5 acres in size, to grow fruit, vegetables and perhaps raise chickens or a pig. In this way the income of the mineworker would be greatly supplemented by the efforts of the family at home.

Access to land became more difficult as the mining populations grew as much of this was within the ownership of landed families, such as the Bassets of Tehidy and the Boscawens of Tregothnan. Their significant landholdings included much land that was uncultivated however and which required improvement in order to have a monetary value. The eighteenth and early nineteenth centuries were to see a systematic improvement of this land and on a large scale. Mineworkers requiring somewhere to live in the mining districts would arrange a lease on a small area of uncultivated land, enclose this with hedges or walls and self-build a modest cottage. In this manner a smallholding was therefore created, benefitting

both the mineworker and the landowner as the value of the holding had now increased through being actively managed.

Distinctive mineworkers' smallholdings survive in a number of locations across the World Heritage Site with the St Agnes, Wendron and St Just areas being particularly notable for this. The Tamar Valley area, in contrast, is understood to have experienced relatively little smallholding creation but, until recently, this understanding had not been tested through research. The Tamara Landscape Partnership scheme fortunately presented an opportunity to address this gap in knowledge.

The Tamara Landscape Partnership scheme constitutes a five-year programme of activities that encompass a range of outcomes in the Tamar Valley focusing on the four themes of 'People and communities', 'Heritage', 'Access and sustainable tourism', and 'Farming and land management'. As a member of the Tamara Partnership, the Cornwall and West Devon Mining Landscape World Heritage Site Office was able to commission targeted research to assess the mineworkers' smallholdings in the Tamara scheme area which includes part of west Devon also.

The resulting study, which was made possible through support of the Heritage Fund, was undertaken by genealogist and photo historian Stephen Colwill and has revealed a wealth of information about specific mineworkers in the Tamar Valley in the mid-nineteenth century. Gary Lewis, Senior Heritage Officer for the Tamara Landscape Partnership, facilitated the project on behalf of Tamara and the Tamar Valley Area of Outstanding Natural Beauty (AONB) - now known as the Tamar Valley National Landscape.



PHOTO: AINSLEY COCKS

The remains of the arsenic grinder at Devon Great Consols Mine; 1,284 individuals worked at this site by the mid-1860s, by which time it was considered the world's most productive copper mine (Spargo, 1865).

THE STUDY

The work is primarily a genealogical study of those individuals that managed smallholdings alongside working in mines. The identification of mineworkers' smallholdings in this manner will enable a better understanding of those who pursued smallholding within the valley, with the resulting information being available to inform a range of uses. These include spatial planning responses made in relation to the World Heritage Site and revisions to local Neighbourhood Development Plans (NDPs) and other landscape strategies. Together these can serve to enhance the protection and conservation of the World Heritage Site. Identifying the smallholding mineworkers present in the valley in the mid-nineteenth century will also be beneficial for those interpreting and presenting it historically, in addition to those undertaking genealogical research into families in the area. This research does not aim to capture all of the mineworkers present within the Tamar Valley and Tamara scheme area in the mid-nineteenth century, though this would constitute useful future work.

The mineworkers featured within this study were identified by undertaking individual nominal record linkages using Parish Tithe Maps and Apportionments (c.1840), the decennial Parish Census Returns from the mid-nineteenth century and other historical records including parish registers of baptisms, marriages and burials, wills and probate records and nineteenth century newspapers. Data captured within the parish Tithe Maps, Apportionments and Census Returns are the only means by which mineworkers can be systematically identified as smallholders; the research presented here is entirely dependent upon this historical mid-nineteenth century coincidence of land management record-keeping and nationwide population survey.

The research methodology uses accepted genealogical research practice and has adopted a nominal record linkage approach. This can be described as follows. The occupiers of land plots recorded within the respective parish Tithe Maps and associated Apportionment books (c.1840) are identified in turn within the corresponding parish Census Returns for 1841. The land plots for those occupiers which are recorded as being miners or similar (within

The Cornwall Royal Gazette,
FALMOUTH PACKET, AND PLYMOUTH JOURNAL.

— On Thursday, the 4th inst., Gilbert Hemley, Esq., deputy coroner, held an inquest at Calstock, on the body of James Stanning. Deceased, who was a miner, was crossing the river Tamar, on the 10th of April, with two young men, in a boat at Latchley, near the Head Weir. They had but one paddle, which, it appears, neither of the party knew how to use properly. The consequence was that they went so near the Weir Head that the boat, with the three men, went over, and deceased was drowned. His body was picked up on Wednesday morning, and was identified by means of his clothes and watch. Verdict, "Accidental death."

Right: mineworker James Stanning, from Calstock, drowned during a boating accident while on the Tamar at the head weir at Latchley, in May 1848.

the Census) are then captured via mapping, and their identities confirmed using parish records and subsequent decennial Census Returns, i.e. after 1841. The resulting case studies each include the name of the miner that is the householder/occupier in each instance, the genealogical background for the miner householder concerned and a map regression to indicate the smallholding as this appears within the parish Tithe Map and how the site/area appears at the time of the research (2022-2023).

The research was undertaken in the form of individual case studies across those ecclesiastical parishes which had the most mineworkers. A total of 77 smallholding mineworker case studies were produced across the three parishes selected, these being Calstock and Stoke Climsland (in Cornwall) and Bere Ferrers (in west Devon). Genealogical histories were created for each of the 77 case studies to establish the provenance of the individuals targeted as being mineworkers and to reveal something of their family lives. The resulting work is to a very high standard and the Tamara Landscape Partnership, and the

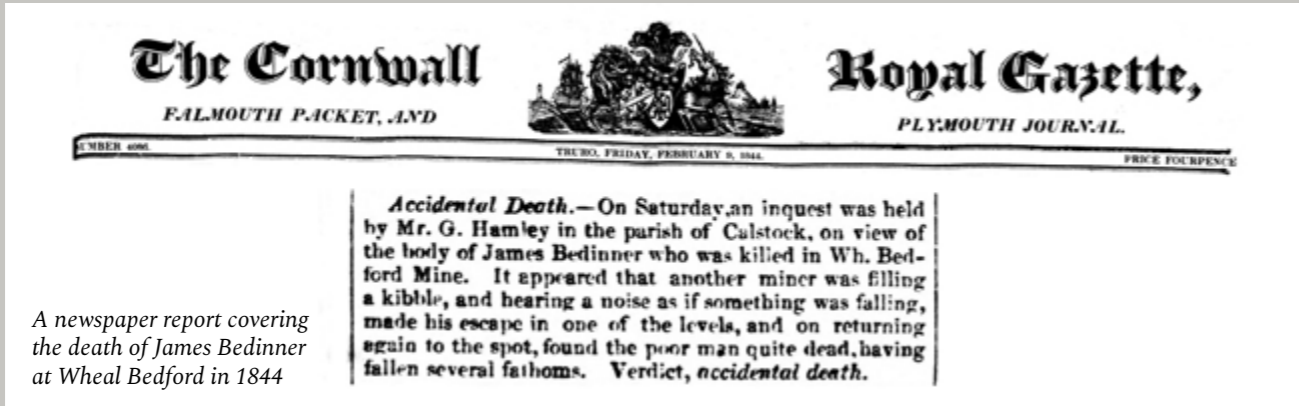
Cornwall and West Devon Mining Landscape World Heritage Site Partnership Board are grateful to Stephen Colwill for delivering this detailed and challenging research.

The project report comes in at an impressive 425 pages and each case study includes both modern and historic mapping to show the smallholdings in their nineteenth century form and how these sites are today. The research has revealed a wide variety of personal, and sometimes tragic, stories, including that of James Bedinner, the son of Charles Bedinner, the subject of his own study. The Cornwall Royal Gazette recorded the demise of James in February 1844, following his accidental death by falling down a mine shaft at Wheal Bedford Mine in west Devon. The memorial headstones of both James and his father Charles can be seen alongside one another in Calstock churchyard. Another case study references miner James Stanning, of Calstock, who drowned following the capsizing of a boat while on the Tamar at the head weir at Latchley, in May 1848. His death featured in the local press at the time.



Above: the headstone of mineworker James Bedinner who lost his life in an accident at Wheal Bedford Mine in February 1844 and, right, the memorial of his father Charles, also a miner. They were both to die in the same year, 1844.

PHOTOS: AINSLEY COCKS



A newspaper report covering the death of James Bedinner at Wheal Bedford in 1844

Now complete, this detailed work is to be archived at Kresen Kernow, Redruth, and at The Box, Plymouth, and is also available to view via the World Heritage Site website at: <https://www.cornishmining.org.uk/about/education/research-mineworkers-smallholdings-within-the-tamara-landscape-area>



PHOTO: STEPHEN COLWILL



Above: The remains of the smallholding cottage of another mineworker, Richard Chynoweth, at St Ann's Chapel with, right, the Ordnance Survey modern and historic (c.1880) mapping overlain. This shows Chynoweth's smallholding (outlined in blue) and the twentieth century infill development within the nineteenth century smallholding.

CORNISH BUILDINGS GROUP & WORLD HERITAGE SITE AWARDS 2023



PHOTO: ANSLEY COCKS

Above: Patrick Newberry, Chairman of the Cornish Buildings Group, presents the awards of the Group and World Heritage Site, at Kresen Kernow in July

ONCE AGAIN, A STUNNING SET OF NEW BUILDINGS AND RESTORATIONS HAS BEEN SUBMITTED FOR THE ANNUAL CORNISH BUILDINGS AND WORLD HERITAGE SITE AWARDS

Every year the Cornish Buildings Group presents awards for the best in good design in Cornwall, as illustrated through new projects and the sensitive conservation of historic buildings. In 2020 the Cornish Buildings Group (CBG) and the Cornwall and West Devon Mining Landscape World Heritage Site commenced an awards partnership, with the aim being to grant special awards to highlight excellence in new buildings or restorations that have enhanced the World Heritage Site.

The CBG has continued to partner with the Cornwall and West Devon Mining World Heritage Site this year to give additional special awards to new buildings or restorations that have enhanced the Site. The principal objective of World Heritage Site team and Partnership Board is to conserve the Outstanding Universal Value (international importance) of the Site, which dates principally from 1700 to 1914 as the period during which the most significant landscape and social impacts occurred. The ten separate Areas of the World Heritage Site together form a unified, coherent cultural landscape and share a common identity as part of the overall exploitation of metalliferous minerals here from the eighteenth to twentieth centuries.

After much deliberation amongst the award judges, the winners for 2023 were announced at a gathering at Kresen Kernow on 6 July. Patrick Newberry, Chairman of the Cornish Buildings Group, said:

‘Once again, a stunning set of new buildings and restorations has been submitted for the annual Cornish Buildings and World Heritage Site Awards, both new buildings and restorations of historic buildings. It is incredibly heartening that so much good design and conservation work has been carried out, notwithstanding the difficulties caused by the global pandemic. Cornwall should feel very proud of the quality of new design and conservation work that is being carried out within its borders.’

Dave Crabtree, Chairman of the World Heritage Site Partnership Board, said:

‘Once again, it’s a pleasure to work with the Cornish Buildings Group to award examples of good architecture and traditional building skills within the World Heritage Site as well as across Cornwall. It’s always exciting to see the diversity of applications encompassing conservation, redevelopment, or the repurposing of existing buildings, as well as newbuild within the Site, which not only reflects but enhances the mining heritage across the Site’s 10 Areas.’

Cornwall Councillor Martyn Alvey, Portfolio holder for Environment and Climate Change, said:

‘World Heritage Site status is an important international designation across Cornwall and West Devon, emphasising history and distinctiveness in the built environment and rural landscape. These awards are an opportunity to acknowledge that rich heritage and history, as it is expressed through current developments and restoration works that accord with the World Heritage Site Management Plan. The efforts of those awarded are helping ensure the existence of tangible World Heritage attributes for future generations.’

The Cornish Buildings Group Awards Scheme is Cornwall’s most prestigious architectural prize celebrating excellence in areas of architectural design and applied conservation and restoration work. Every year the Council of the Cornish Buildings Group considers a broad range of project types ranging from housing estates to bus shelters, informed historic conservation to radical modern design, and independent craft skills to small and large-scale repairs and renovations.

The award judges, including members of the World Heritage Site team, offer wide ranging experience in many aspects of Cornish architecture and architectural practice including conservation, design, environment,

heritage, planning and research. When judging the quality of design and/or the conservation philosophy, the suitability of materials, appropriateness of the solution to context, and the overall impact of the building are all assessed.

The citations for 2023 have reflected the conclusions of the various judges, commending some excellent work, while on others constructively offering thoughts on what might have been done differently.

The World Heritage Site award winners fall under two categories, the ‘Award for the Best Conservation of an Historic Building’ and the ‘Special Commendation for the Conservation of an Historic Building’. This year’s winners - Wheal Martyn Museum Clayworks! and the Mine Chimney at West Wheal Kitty richly deserve theirs - well done.

Further details on the Cornish Buildings Group Awards Scheme can be seen at their website <https://sites.google.com/site/cornishbuildingsgroup/home>

CORNISH BUILDING GROUP AWARDS 2023

AWARD WINNER

- Treras, Nance, St Ives – Designed by Matt Robinson for English Heritage

JENNY GASON AWARD WINNER

- Rosemundy, St Agnes – Railings and gate by JW Engineering for Mr & Mrs J Boyden

COMMENDATIONS

- St Austell Market Hall – Scott & Co, Cathedral Builders and Wheal Netherton for St Austell Market Hall CIC
- Pentireglaze, St Minver – Stride Treglown for The National Trust
- Aqua Club, Newquay – Lily Lewarne for The Headland Hotel
- Medical Centre, St Erme – D3 Architects for The St Erme Medical

WORLD HERITAGE SITE AWARDS 2023

AWARD FOR THE BEST CONSERVATION OF AN HISTORIC BUILDING

- Wheal Martyn Museum Clayworks! (Carthew, St Austell) - Poynton Bradbury Wynter Cole Architects for Wheal Martyn Museum

SPECIAL COMMENDATION FOR THE CONSERVATION OF AN HISTORIC BUILDING

- Mine Chimney at West Wheal Kitty (St Agnes) - The Cob Specialist for the Trearren Management Company

BOTALLACK MINE WAGGON MODELS REVEALED

*Botallack Mine from the air.
(Steve Hartgroves, Cornwall Council F75041, 2007)*



*An historic photo (c.1865-1874) showing the Boscawen Diagonal Shaft Incline, the partially covered shaft portal (centre) and the man waggon with mineworkers (centre-right).
(World Heritage Site Office)*



*A coloured engraving of Botallack Mine c.1850.
(Ainsley Cocks Collection)*

Botallack Mine is well known for having some of the most photographed Cornish-type engine houses in the World Heritage Site and to look down upon the two dramatically located buildings of the mine's Crowns Section is a sight few forget.

These iconic buildings are positioned in order that the pumping engine (c.1835), formerly within the lower of the two buildings, could operate as near to the productive mineral lodes as possible, which trend out under the sea at Botallack. Siting the engine upon the cliff edge, as opposed to the top, also reduced the time and cost required to sink the engine shaft to the depth of the undersea lodes being worked. The upper building, known as the Pearce's Whim engine house, is a later addition to the site (c.1860). This housed a rotative steam beam engine installed specifically to haul men, ore, and materials in the Boscawen Diagonal Shaft, which was constructed in the latter 1850s.

The Boscawen Diagonal Shaft required an inclined plane tramroad to operate, which extended from Pearce's Whim down to the shaft portal in the cliff and set atop a timber trestle. The inclined plane then descended a further 363 fathoms (664m) underground. Waggons were required for both man and ore/materials haulage, and these were to operate on a narrow 2 ft 7½ inch (or 0.8m) gauge tramroad at an angle of 32½ degrees from the horizontal. The man waggon, or gig, is understood to have weighed 14 cwt empty (711kg) and was 6 ft 10 inches (2m) in length and fitted with four rows of seats – two men to a row. Holman's Foundry manufactured the waggons, just a mile from the mine at their Tregeseal works.

Recently James Breslin, Operations and Development Manager at National Trust West Cornwall, became aware of a pair of model rail waggons associated with Botallack Mine and the incline. These historic models are a very rare survival and an intriguing aspect of Cornwall and west Devon's internationally important mining heritage.

The models, skilfully made to scale in brass and steel, represent two mine rail waggons designed by Captain John Rowe (1815-1907), the engineer of Botallack Mine. Rowe produced two engineering drawings of the incline waggon designs in July 1866 and probably made the scale models around this time. Fortunately, Rowe's drawings survive archived at Kresen Kernow - the Cornwall Archive Centre in Redruth. The plans, drawn to a scale of 3" to 1' (1:4), are in very good condition and also indicate a certain design flair on the part of the draughtsman. Knowing that the incline was named after the Boscawens - a major Cornish landowning family with extensive mining interests - Rowe included the name 'The Boscawen' on the man waggon, to associate the endeavour with the shaft named in their honour.

The photographs of the models, kindly supplied by James and reproduced here, show the two waggons as being made primarily of brass sheets, with steel used for some of the smaller fittings. The models are detailed and of a very impressive appearance, and the fact that these survive along with the associated engineering drawings is remarkable. Also, a number of historic photographs of the incline in operation survive which show a variation of Rowe's man waggon in use. The photograph at

BOTALLACK MINE IS WELL KNOWN FOR HAVING SOME OF THE MOST PHOTOGRAPHED CORNISH-TYPE ENGINE HOUSES IN THE WORLD HERITAGE SITE

the bottom-left of page 23 shows mineworkers in the waggon and the braking mechanism can be seen which applied friction to both rails simultaneously. The engineering drawings also indicate that a self-acting braking system was included, and this is described within some of the historical texts. A powerful spring is shown positioned along the underside of the waggon which provided pressure sufficient to apply the brakes and halt the descent should the tension provided by way of the haulage chain or rope be removed, such as would be the case with a breakage.

Concerns of a potential runaway waggon were clearly on the minds of the mine management when the incline was constructed, and these were soon to be tragically justified. On Saturday, April 18th, 1863, eight mineworkers and a boy were travelling up in a man waggon when one of the haulage chain links parted, probably due to damage caused during the chain's operation on the whim engine drum. No longer suspended, the carriage and its occupants travelled unchecked down to the 190 fathom (348m) level, where all were eventually stopped in a collision with shaft timberwork. The brakes had not been applied for some reason, or reasons, and all were tragically lost. The accident had quite a national impact at the time and was reported in newspapers as far afield as London, Sheffield and Glasgow.

Surprisingly, two years later, H.R.H. the Prince and Princess of Wales (the Duke and Duchess of Cornwall, Prince Albert Edward and Princess Alexandra), were to ride in what is understood to be the very same waggon when they visited the mine as part of their Cornish tour. Captain John Rowe is known to have been the brakesman in the waggon during the Royal descent on Monday, July 24th, 1865. It is interesting to consider that an underground visit of this kind took place with members of

the Royal family given the nature of what was a relatively recent and fatal accident.

The additional historic photographs of the Royal Party, also reproduced here, have an interest beyond capturing the visit, however. These are attributed to the Penzance and Truro based partnership of Preston & Poole, i.e., Robert H. Preston (1838-1933) and Samuel Poole (1824-1906), though the Poole here may be Samuel J. Poole junior (1850-1903), who is believed to have been taught photography by his father at a young age. These images are courtesy of genealogist and photo historian Stephen Colwill and show the man waggon on the incline, but with a braking system that appears markedly different from the arrangement shown in the drawings. The historic views appear to depict a later version of the waggon design, post-July 1866, which was perhaps conceived after the archived drawings. Enhancing the effectiveness of the braking system would have presumably been a major concern following the accident and the photographs may depict the later efforts of John Rowe to this end. The remaining views by Charles Renowden Lobb (1841-1871) and Archibald Lewis Coke (or Cocke) (1824-1896) - also supplied by Stephen - show the incline and timber trestle c.1865 - 1870 and the boldness of the venture is self-evident. Notwithstanding this and the general interest in the shaft at the time, it was to have only a short working life, however, as both it and the incline were to be abandoned in early 1874. The undersea workings were to prove not as productive as anticipated below the 250 fathom (457m) level and the focus of the mine management was duly directed elsewhere within the mine sett.

After leaving his position at Botallack Mine, Rowe is understood to have taken a job in Spain where he acted as a surveyor in the levelling and laying out of railroads. This followed a long and varied career which included spells



Botallack Crowns in summer.
(Ainsley Cocks)

working in the USA and at the Guadalquivir mines, also in Spain. Rowe eventually retired to Lafrowda Terrace in St Just and at the age of 82 or 83 constructed two further scale models of horizontal steam engines. In researching this article, it was discovered that two such models were on display for a time at the Lafrowda Club in St Just and these may have been those attributable to Rowe. Also, a model of the 'Crowns Gig' was presented to the Club in early 1936, by the grandsons of Rowe that had travelled from South Africa. Mr P and G Friggens had arranged for this to be displayed for club members and this is most probably a reference to the man waggon model featured here.

It is hoped that in time Rowe's impressive scale models will be donated to the National Trust and form part of a permanent display perhaps, located in the Botallack Count House. Reproductions of the engineering drawings and the excellent historic photographs would complete such a display, as together these illustrate well the ingenuity, industrial endeavour and fortitude of our metalliferous mining forbears.

The author wishes to thank James Breslin and Stephen Colwill for the kind use of their photographs and also to Stephen for his comments on the photographs and for additional research. The photos of the archived drawings are reproduced by kind permission of Kresen Kernow, Redruth.

Ainsley Cocks



FURTHER READING

Coroner's Inquest - The Catastrophe in Botallack Mine, in *The Royal Cornwall Gazette* (Friday, April 24th, 1863)

The Fatal Accident at Botallack Mine, Cornwall, in *The Glasgow Daily Herald* (Monday, April 27th, 1863, reproduced from *The Times*)

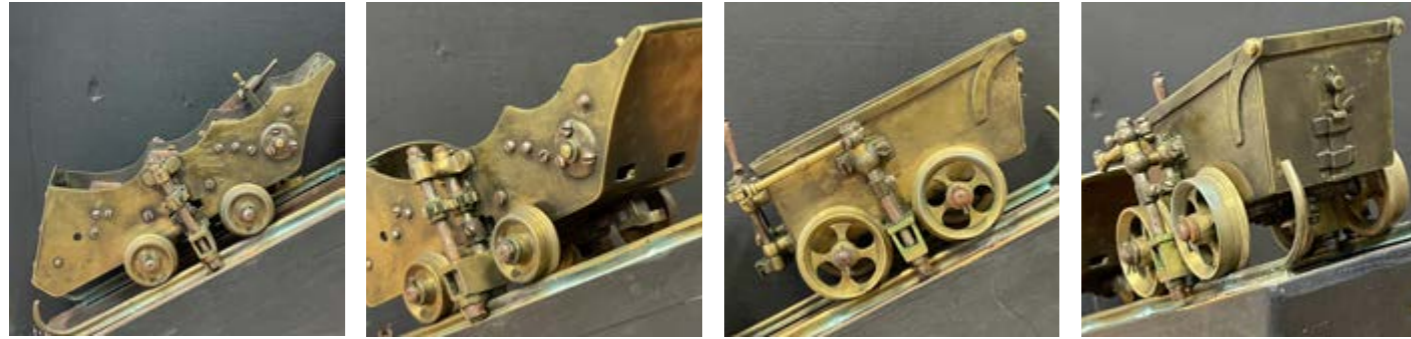
The Obituary of Captain John Rowe, in *The Cornish Telegraph* (Thursday, May 16th, 1907)

Model of the Crown's Gig, Botallack, in *The Cornishman and Cornish Telegraph* (Thursday, February 20th, 1936)

Cyril Noall *Botallack* (1972)

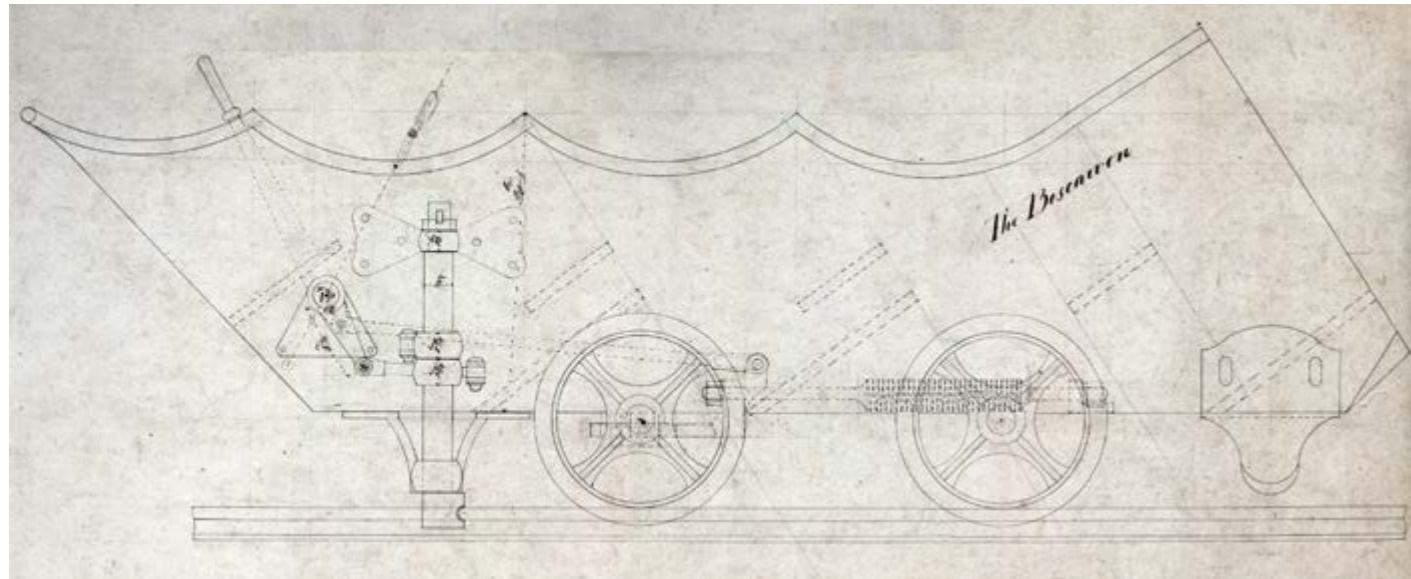
Charles Thomas *Views and Likenesses - Photographers & their work in Cornwall and Scilly 1839-1870* (1988)

Cyril Noall *Cornish Mine Disasters* (1989)

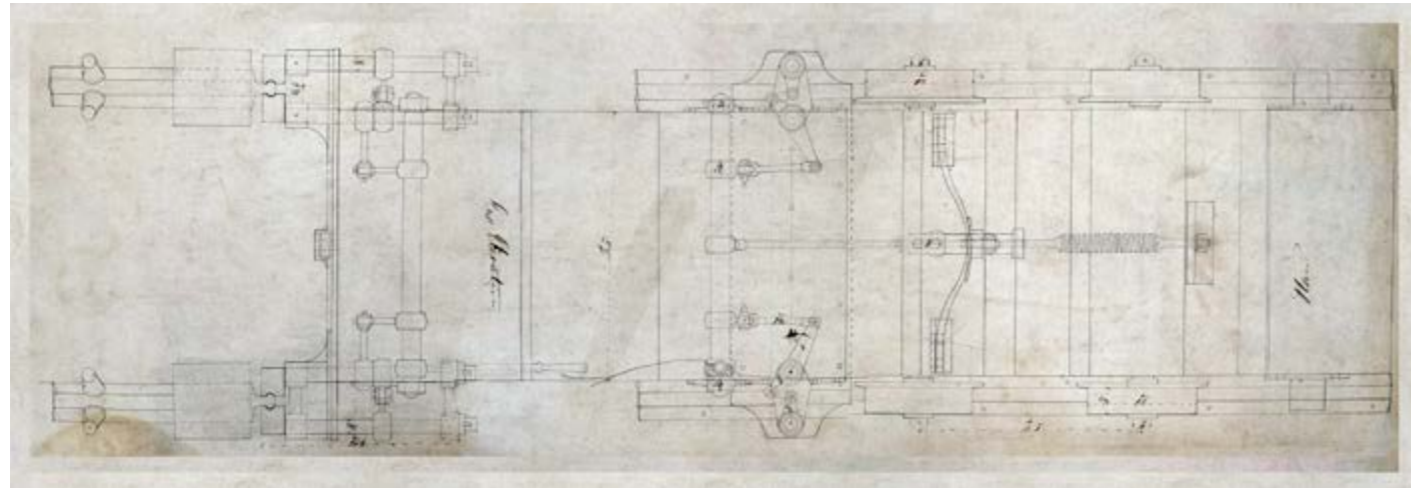


The beautifully crafted model of 'The Boscawen' incline man waggon, recently shown to the National Trust. (James Breslin)

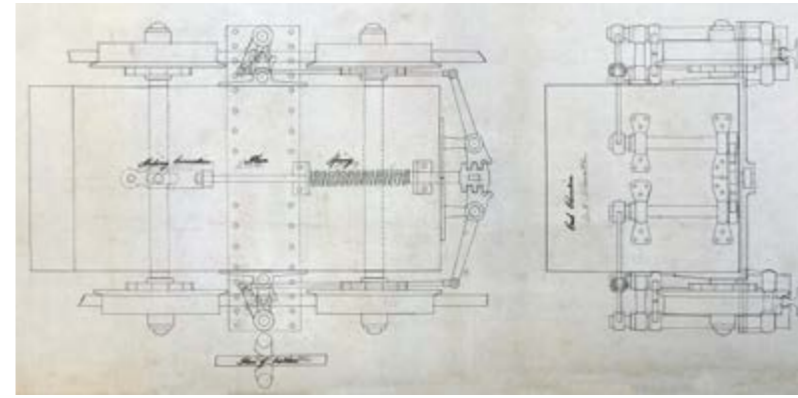
Rowe's attention to detail extends to the ore/materials waggon model also. (James Breslin)



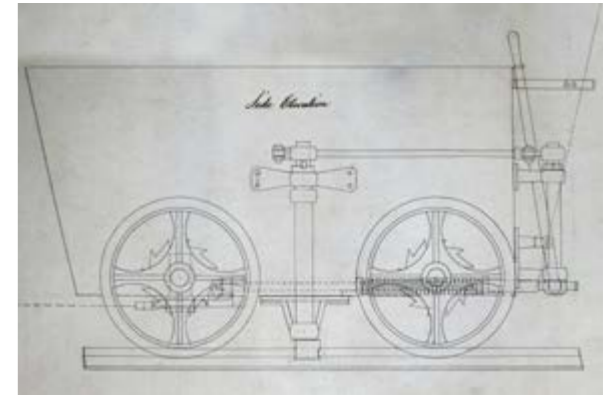
Captain John Rowe's elevation drawing of the eight-man capacity man waggon 'The Boscawen' dating from July 4th, 1866, showing his elegant design along with the manual and self-acting braking system, essential on an inclined plane tramroad. (Kresen Kernow X645/35 - Ainsley Cocks)



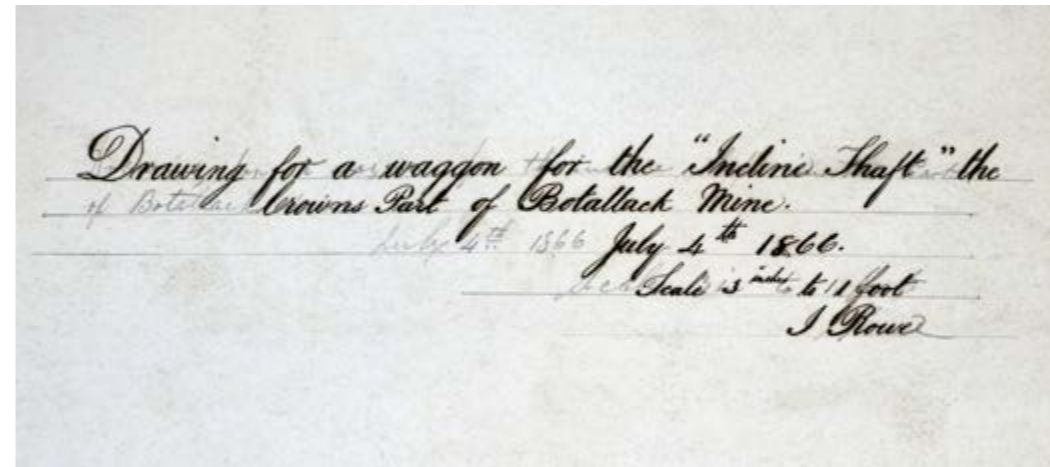
The plan and end elevation views of 'The Boscawen' waggon showing the braking system in greater detail. (Kresen Kernow X645/35 - Ainsley Cocks)



The plan and end elevation views of 'The Boscawen' waggon showing the braking system in greater detail. (Kresen Kernow X645/35 - Ainsley Cocks)



John Rowe's more straightforward ore waggon design, but similarly incorporating the manual and self-acting braking mechanism. (Kresen Kernow X645/33 - Ainsley Cocks)



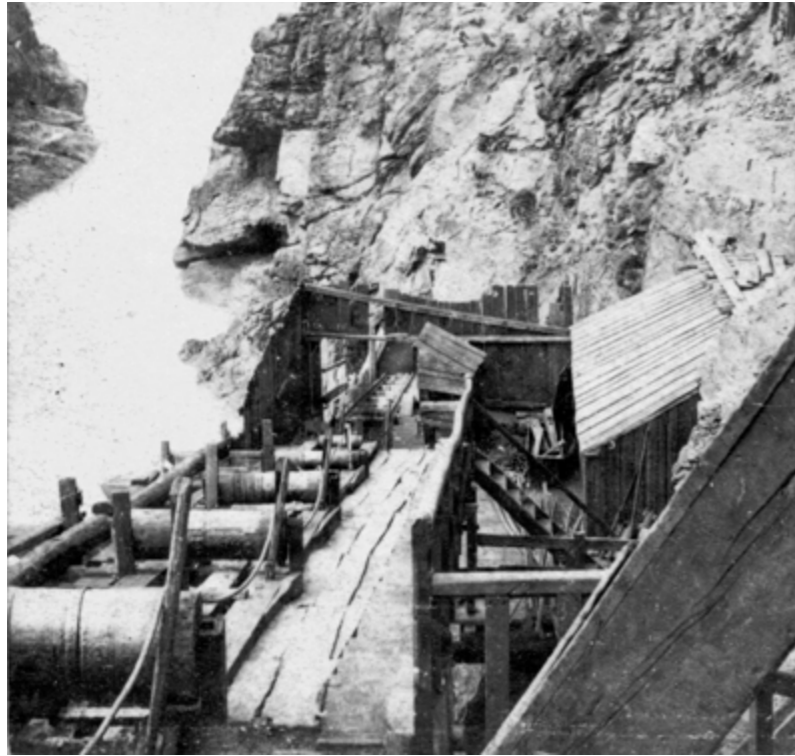
The hand-inked title of the man waggon drawing, understood to have been penned by Captain John Rowe on July 4th, 1866; the pencil draft of the initial lettering can clearly be seen. (Kresen Kernow X645/35 - Ainsley Cocks)
(Kresen Kernow X645/35)



The man waggon on the incline, c.1865-1866; the braking arrangement appears to differ from that shown in the Rowe engineering drawings of 1866. (Charles Renowden Lobb - The Stephen Colwill Collection)



An alternate view showing a waggon with mineworkers just outside of the Boscawen Diagonal Shaft portal (upper left), c.1865-1866. (Charles Renowden Lobb - The Stephen Colwill Collection)



In this view the haulage wire rope has been disconnected from the waggon and has been placed to the side (right) of the rope support rollers (c.1865-1870).

(Archibald Lewis Coke - The Stephen Colwill Collection)



The Royal Party, including H.R.H. the Prince and Princess of Wales, prepare to travel underground via the Boscawen Diagonal Shaft incline, on Monday, July 24th, 1865. The Princess is understood to be sat in the front next to John St Aubyn (of St Michael's Mount) while the Prince is sat in the rear alongside Captain John Rowe, who has his hand on the brake next to his miner's helmet. A lamp has been mounted at the front of the waggon, perhaps specifically for the Royal Party.

(Preston & Poole - The Stephen Colwill Collection)

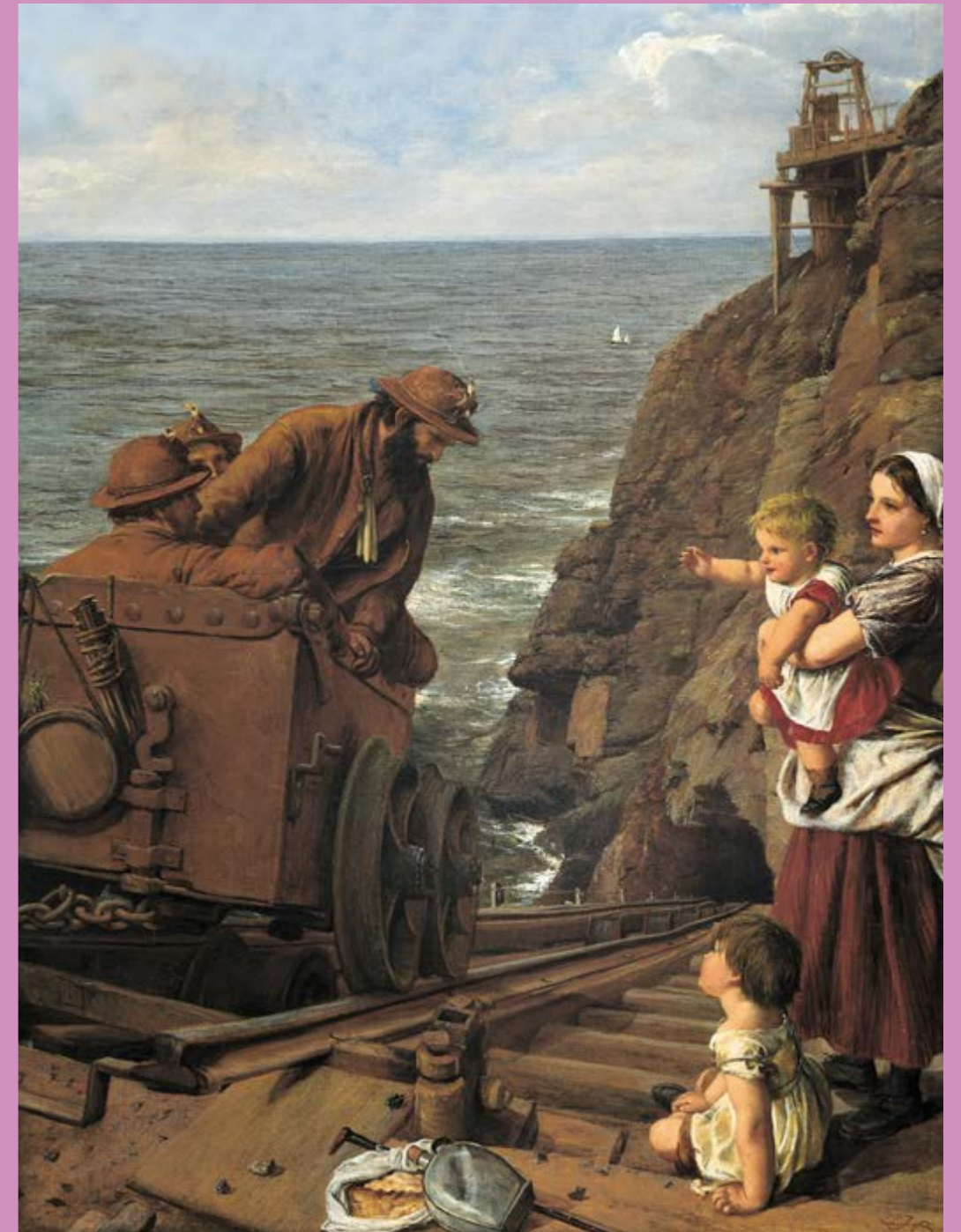


Far left: Preston & Poole were to add a plume and feathers crest to the rear of their photographs following the Royal visit.

(Preston & Poole - The Stephen Colwill Collection)

Left: H.R.H. the Princess of Wales, Princess Alexandra, shown posing with a small mine hammer at St Michael's Mount following her trip underground at Botallack Mine earlier in the day.

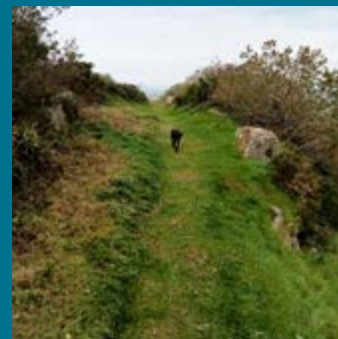
(Preston & Poole - The Stephen Colwill Collection)



The Victorian painter James Clarke Hook RA (1819-1907) captured the Boscawen Diagonal Shaft incline in his dramatic study of 1864. The mineworkers are preparing to go underground in the waggon and the young wife and children of one say their farewells. The miner's pasty croust (lunch) and water canteen are included in the foreground to complete the scene.

(‘From under the Sea’ James Clarke Hook RA - Manchester City Art Galleries)

MAINTAINING THE MINES WITH CORMAC



Top: Ready for a day's work above the Kit Hill Incline (Lesley Strong)

Above: Assistant Ranger Scrum checking out the path clearance to one of the viewpoints above the Kit Hill incline (Lesley Strong)

Our Stakeholder Engagement Officer Lesley Strong recently caught up with Jenny Heskett, Countryside Ranger with Cormac, and two of her work parties who are working hard to enhance heritage and nature in two key locations within the World Heritage Site.

Jenny works on a number of Cornwall Council owned sites across East Cornwall including ones with strong links to mining heritage. The two main sites are Kit Hill Country Park in Area 10 near Callington and the Luxulyan Valley, at the heart of Area 8 of the World Heritage Site. Occasional volunteer parties also carry out work at the former Drakewalls Mine, another area of Cornwall Council owned land sitting within in Area 10.

On a glorious sunny afternoon in early October, Lesley headed over to see Jenny and the volunteers who were carrying out work at the top of the Kit Hill incline. The tasks that morning included clearance of vegetation encroaching on the incline and the paths approaching this impressive feature. Looking out across the countryside to the north of Kit Hill you are treated to amazing views across the Tamar Valley and can spot a number of mining heritage features in the landscape before you.

In the afternoon, attention turned to habitat restoration around Kit Hill quarry to maintain open wetland areas in this highly industrial landscape. Kit Hill has a rich and diverse historical time depth, and you almost stumble upon heritage with every footstep. The work Jenny and her volunteer team carry out on the hill helps to deliver the management plan for this special landscape, maintaining physical and visual access to archaeology, including mining and other industrial heritage such as quarrying.

A couple of weeks later, Lesley headed over to the Luxulyan Valley in Area 8 of the World Heritage Site to enjoy a day's volunteering this wonderful heritage and nature rich place. Lesley joined Jenny, along with her regular volunteers and those from Friends of Luxulyan Valley, to help clear vegetation from the Carmears wheel pit and china stone mills. This work was in preparation for an upcoming laser cloud scan survey, commissioned by Cornwall Council, to create a virtual tour of the wheel pit and its associated features. By clearing the structure, the site is now more visually accessible, and paths are now easier to navigate for anyone who wants to discover more about this feature and explore it for themselves.

The work at both at Luxulyan and Kit Hill also helps to create a mosaic of habitats supporting a diverse range of species that thrive in the conditions that these rich archaeological sites provide. Feel inspired to get involved? Keep a look out for updates coming up in our social media posts or contact Jenny at countryside@cormacltd.co.uk for more information.

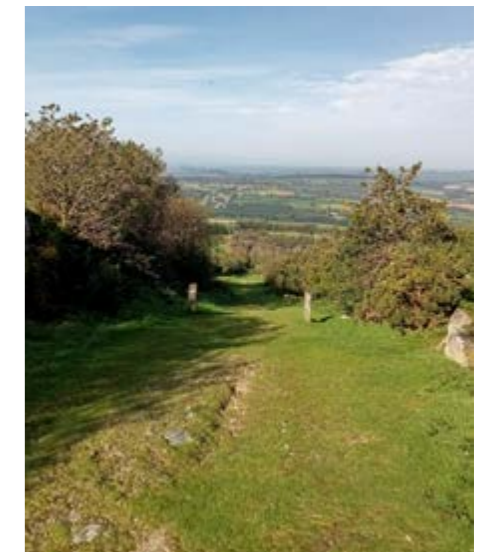


Below: Maintaining wetland habitat at Kit Hill (Lesley Strong)

Below: Carmears wheel pit before clearance
Bottom: Carmears wheel pit after clearance



Below: View from top of the incline with views across the Tamar Valley



Above: Clearing vegetation from the wheel pit and china stone mills (Lesley Strong)

AUSTRALIA'S VICTORIAN GOLDFIELDS' WORLD HERITAGE BID: STRONG LINKS WITH CORNWALL – WEST DEVON

Prepared by Trevor Budge AM – City of Greater Bendigo
World Heritage Strategic Projects Officer



The miners and their wives posing with a replica of the nugget. (Photo: State of Victoria Museum Collection)
www.bbc.com/news/uk-england-cornwall-47041314

Fifteen Councils from across the Goldfields in the state of Victoria, Australia are collaborating to put forward a nomination for World Heritage listing. The nomination is similar to the Cornwall – West Devon World Heritage listing, in that it will be for a cultural landscape with a serial listing of about ten sites. Barry Gamble, who played a key role in the successful Cornwall – West Devon nomination in 2005, is working with the Victorian Goldfields team. The team includes staff from Heritage Victoria and the Cities of Ballarat and Greater Bendigo, the two largest local governments, each with about 120,000 residents. The Victorian Goldfields region embraces an area with over half a million people. The extent of the area covered by the nomination is very large; it stretches about 350 kilometres east to west and 200 kilometres north to south.

The links with Cornwall – West Devon are strong. Those putting together the Victorian Goldfields bid have sought advice from people such as Deborah Boden and Ainsley Cocks who have been associated with the Cornwall – West Devon listing for many years. A group including the Mayor of the City of Ballarat travelled a few years ago to Cornwall to hold a series of meetings to learn about World Heritage. In early 2023 I was able to visit many sites in Cornwall and West Devon and meet with key persons. As well as these links, the reminders of the role that Cornish miners played are scattered throughout the Victorian Goldfields. This article highlights many of these links.

In Australia an application for World Heritage listing must first be made by a state or territory government to the Australian government. The 2023/24 Victorian state government budget provided a sum of \$3.8 million over three years to support two World Heritage projects including the preparation of an application for the Victorian Goldfields. The first stage in the process for the Victorian Goldfields will

be a submission by the Victorian government to the Australian government for Tentative Listing. It is anticipated that this submission will be made in 2024. Assuming the Australian government supports Tentative Listing, the Victorian Goldfields could be added to Australia's Tentative List in early 2025 with a full application to the UNESCO World Heritage Centre possible by 2026/2027.

Victoria's Goldfields were fabulously rich. Victoria had the world's largest gold nuggets and by the 1870s the deepest gold mines – over 1500 metres deep. The scale of mining and the amount of gold found captured everyone's imagination. Victoria's goldfields brought hundreds of thousands of people from around the globe, including Cornwall, to try their luck, many became wealthy almost overnight.

In the nineteenth century gold was found in many places around the world, and it built grand cities and new communities. This period of human history has been described as transformative. *"Nothing set the world in motion like gold.... the global rush.... inspired a dramatic burst of movement and energy, affecting the course of world history.... capital, people, and raw materials connected distant areas of the world in a spontaneous, contagious search for gold."*¹

Victoria's historic goldfields now stand in stark contrast to all those other places around the world. We are the only ones still largely intact. As Barry Gamble writes,

*'Victoria's goldfields are quite simply the most expansive and extensive representation of a nineteenth century goldrush landscape anywhere.'*²

Scores of historic cities, towns, and settlements with their grand architecture are scattered across a landscape of gold mining sites and relics; there is nothing else in the world to match it. As well, the whole region displays important Indigenous heritage, together with

¹ Mountford, B., and Tuffnell, S., (2018) *Seeking a Global History of Gold*, in Mountford, B., and Tuffnell, S., (eds.) *A Global History of Gold Rushes*, University of California Press, p.1

² Barry Gamble (2023), *Draft Statement of Outstanding Universal Value*

THE WHOLE OF THE VICTORIAN GOLDFIELDS IS DOTTED WITH MINING RELICS, ALLUVIAL FIELDS, OPEN CUTS, AND DEEP LEAD MINES

the varied impacts and features from a frenetic period of settlement. A period when gold was literally found lying just beneath the surface and dug up in vast quantities.

The whole of the Victorian Goldfields is dotted with mining relics, alluvial fields, open cuts, and deep lead mines. These together with grand dwellings, and large, out of scale, public buildings and works, were built on the back of the wealth from gold. This amazing urban and rural landscape demonstrates the interplay between diverse cultures; from the Traditional Owners who were displaced from their ancient lands to those Aboriginal People who actively participated in Victoria's gold economy, and the new inhabitants, from places as diverse as Cornwall, California, and China, who had travelled around the world in search of their fortune.

All the components of this region play their distinctive part. But it is the sheer size and scale of the Victorian goldfields, the sum of the parts, the totality of the collection, the diversity of the experiences, which establishes our global importance and prominence. It's a living heritage that commands universal interest and attention and will endlessly reward the visitor.

This extraordinary history and landscape are now being extensively documented. A regionally initiated campaign has gained state government backing for the nomination of the Victorian Goldfields for World Heritage listing. The Victorian Goldfields group of Councils and the Victorian Goldfields Tourism Executive, together with funding from Regional Development Victoria, have commissioned a Sustainable Tourism Masterplan to support such a momentous step. It sets out a comprehensive plan for the inevitable increase in visitors and demands on the region's infrastructure, together with the actions that will realise the opportunities for our communities that global recognition will bring.

Mining in Australia has long been associated with the Cornish, not only in respect to gold. The South Australian government is supporting the nomination of the townships and copper mining relics of Burra and Moonta for World Heritage listing. Part of their proposed listing will be that they are exceptional evidence of Australia's Cornish mining heritage and are a pre-eminent example in the world of the transfer of Cornish culture to another country. Barry Gamble is also working with those preparing that nomination.



The statue commemorating the role of Cornish miners located between the Bendigo Town Hall and the City Library (Photo: Trevor Budge)

Examples of the impact of Cornish miners, technology and culture also abound across the Victorian Goldfields, probably no more so than in Bendigo. Indeed, outside the Bendigo Town Hall stands the monument to Cornish miners, a strong recognition of the role they played and that we owe a huge debt for the knowledge and skills they brought. The plaque reads:

'Erected in appreciation of the endeavours of all underground miners of Bendigo and District who created the economy from which grew a beautiful city, thus leading to further developments and helping to provide



Bendigo Former Fuse Factory in Wattle Street. (Photo: Bendigo Advertiser)

www.bendigoadvertiser.com.au/story/5917329/about-in-bendigo-at-easter-is-a-pretty-special-time/

the base for Victoria to become an industrial state. Cornishmen and their descendants form the majority of these miners.

Erected by the City of Greater Bendigo on behalf of its Citizens and the Cornish Association of Bendigo and District 1996'.

Technology transfer from Cornwall is evidenced throughout the Victorian Goldfields. Perhaps nowhere better exemplified than with the former fuse works in Wattle Street Bendigo which was established on its current site around 1878. The Cornish fuse makers, Bickford, Smith and Company bought the business in 1889 and enlarged the factory. The heritage citation states in part.

"The Former Fuse Factory is of historical and architectural importance to the State of Victoria. The Former Fuse Factory is of historical importance as the site of the major 19th century manufacturer of safety fuses for the mining industry ... [it] is of architectural significance as an unusual and prominently located factory building erected and extended over a period of some 30 years. The unusual incorporation of the twin towers and their elaborated mansard roofs over what were once courtyard entries, architecturally distinguish the external appearance of this industrial complex".³

The strength of the Cornish miner presence on the Victorian Goldfields has been well documented by the historian Dr. Charles Fahey who has written extensively on the role of Cornish miners and families in Bendigo.⁴ Through detailed examination of early census records he has identified that in 1881 about one in four households in Bendigo were occupied by Cornish people. Remnants of Cornish settlement can be seen at Harvey Town, a heritage precinct in Eaglehawk part of the broader Bendigo urban area, where several of the houses were built of rubble stone and

the fences were dry stone walled, showing the specific building practices that Cornish settlers brought with them to the goldfields.

Extrapolating from birth registrations, Fahey has identified that of the total population recorded in the census of 1871, there were probably more than 15,000 Cousin Jacks and Cousin Jennys on the central goldfields at this date. By 1881 many native-born Australians had begun to appear as mothers and fathers in goldfields registration returns. Yet the Cornish presence was still high in the major quartz reefing and deep lead towns and cities.⁵

Our best account of this later stream of migration comes from the diaries of Richard Pope (researched by Charles Fahey), who settled at St Just Point on the northern edge of Victoria Hill in 1871. Born at Breage in Cornwall in 1835, Pope migrated for the first time when he turned 21 and mined in the Virginia coal mines, the Illinois silver mines and at the great copper mines of Michigan. The day after his marriage in 1858 he journeyed once again to the US; then, on returning to the British Isles, he joined his father, a mine manager, in Ireland. In 1868, after his father died, he once again migrated, this time to Australia and not as a bachelor sojourner but as a married settler with his wife Mary Anne and family of five young children. His brother Joseph had preceded him, and a sister also settled in the copper triangle in South Australia. After working in the deep lead mines of Ballarat and district, Pope grew tired of erratic employment resulting from the failure of the Ballarat leads. He was never fond of deep lead mining with its dank atmosphere and creaking timbers, so he returned to hard rock mining at Bendigo in 1870. His story was a common one during the boom of the early 1870s.⁶

³ <https://vhd.heritagecouncil.vic.gov.au/places/5237/download-report>

⁴ See for example, Fahey, C., (2010) *Peopling the Victorian Goldfields: From Boom to Bust 1851-1901*, *Australian Economic History Review*, 50, (2)
⁵ Fahey, C., (2007) *From St. Just to St. Just Point: Cornish Migration in Nineteenth-century Victoria*, *Cornish Studies* 15(1) pp. 117 - 114

⁶ Charles Fahey (2019) *Happy Valley Road and the Victoria Hill District: A Microhistory of a Victorian Gold-mining Community, 1854-1913* *Victorian Historical Journal*, 90 (2), December, pp. 271-300

Expert John Tully, with a replica of the nugget, says the Welcome Stranger's appeal still resonates today. (Photo: Rachel Buckley) www.bbc.com/news/uk-england-cornwall-47041314



Other researchers such as Dr. Susan Lawrence have focused on the distinctive Cornish mining practices seen on the central Victorian goldfields including the tribute system.

“Cornish tools and techniques also included the use of single pointed picks, bucket pumps, the ‘hammer and tap’ method of drilling holes in a rock face, the ‘Cousin Jack’ wheelbarrow and Cornish-designed whims. Cornish skills of shaft sinking, ‘stoping’, which was the practice of removing ore from underground and leaving behind an open space, and pumping water were also in demand in gold mines.”

Discussing the extent of Cornish influence, Lawrences records.

“Victoria was the primary destination for Cornish emigrants in the 1850s. All of Victoria’s goldfields had a significant Cornish presence, including a Cornish Town in Ballarat and a Little Cornwall in Bendigo. Early in the rush some 4,000 Cornish miners went to Mount Alexander (Castlemaine), and by the late 1850s up to 17% of the mining population in Bendigo were Cornish. Their expertise in underground mining was highly influential, leading to the widespread adoption of practices such as tributing, where parties of miners bid to work sections of the mine, and the cost book system for structuring investment in mining. Cornish mining engineering was also widely respected and Cornish beam pumping engines were frequently used to drain mines, Tangye engines were used to power machinery and Cornish stamps provided early models of stamp batteries for crushing quartz.”⁷

About 50 kilometres west of Bendigo, at a place called Moliagul, two Cornish miners; John Deason, born in 1829 on the island of Tresco, Isles of Scilly, and Richard Oates, born about

1827 at Pendeen, discovered the World’s largest gold nugget ever found, only 3 centimetres below the surface! It weighed 110 kilograms and on today’s gold price would be worth over US\$3 million. It was named the ‘Welcome Stranger’. At the time of discovery there were no scales capable of weighing a nugget this large, so it was broken into three pieces on an anvil. In 2019 the BBC news ran a story about the 150th year celebration-re-enactment of the event where descendants of the two miners celebrated the find. An obelisk commemorating the discovery of the “Welcome Stranger” was erected near the spot in 1897.⁸ A replica of the “Welcome Stranger” is in the Old Treasury Building, Treasury Place, Melbourne. Another is digitally on display at the Central Goldfields Visitor Centre at the nearby Maryborough Railway Station. Another replica is owned by descendants of John Deason and is now on display at the nearby Dunolly Rural Transaction Centre.

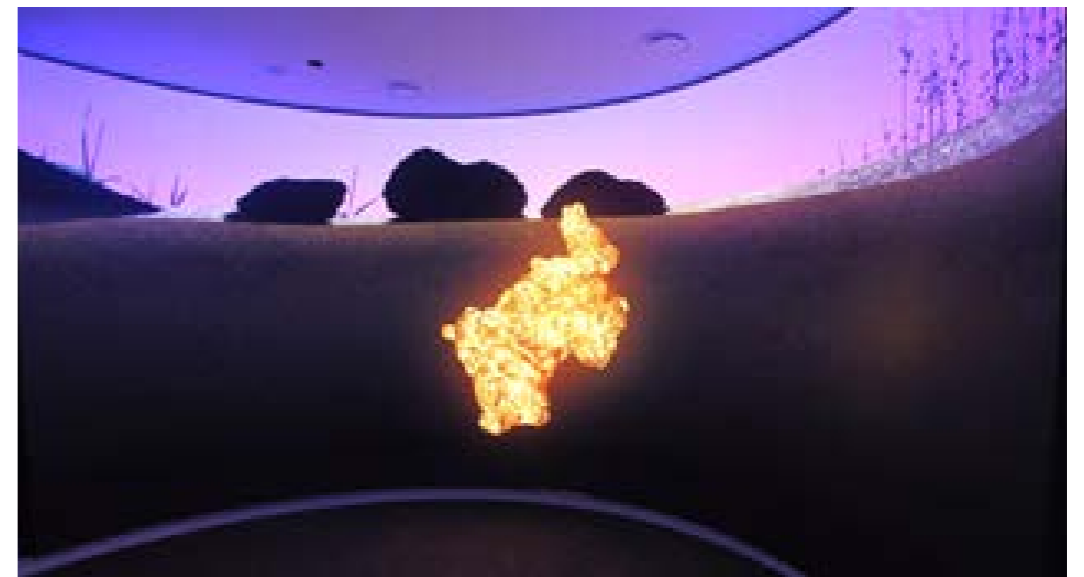
Suzie Deason, is a great-great-great-granddaughter of John Deason and still lives in the area.

She said: “When people hear my name, they always ask me where the gold is, or if I am rich. Unfortunately, I am not, and we haven’t even got any jewellery made from the Welcome Stranger.”

In the 1850s and 1860s, Moliagul - where the nugget was found lodged in the roots of a tree,



The Welcome Stranger commemorative obelisk at Moliagul. (Photo: Peterdownunder CC BY-SA 3.0)



Virtual Image of the ‘Welcome Stranger’ on display at the Central Goldfields Visitor Information Centre (Photos supplied by the Central Goldfields Shire Council)

was a booming gold rush town with 11 pubs. Nowadays it is largely a farming community, no shop, no hotel and a handful of houses, but gold speculators are still drawn to the area, known as the Golden Triangle.

There is a statue at Redruth in Cornwall, celebrating the amazing find of the Welcome Stranger nugget.

The town of Maryborough, which is the administrative centre of the Central Goldfields Shire, has recently developed a high-quality Visitor Information Centre at their Railway Station. The Welcome Stranger digital animation has been developed in partnership with the Dja Dja Wurrung Traditional Owners. It tells the story of the discovery of the Welcome Stranger at Moliagul as well as the impact that the gold rush had on Country and Traditional Owners in the region.

The Maryborough Railway Station is by far the most impressive railway station in the Victorian Goldfields. The size and grandeur of

the station is so far out of scale with the town that the famous American writer Mark Twain (Samuel Clemens) is reported to have said, when he visited in 1895, that “Maryborough was a railway station with a town attached.” An alternative version is that he said, “You can put the whole population of Maryborough into it with a sofa apiece and have room for more”.⁹ In some sources Mark Twain was reputed to be of Cornish origins. The family name Clemens is often sourced to Looe. But the Looe Museum disputes this on their website.¹⁰

The Maryborough Railway Station is listed on the Victorian Heritage Register. Its citation includes that it is “symmetrical in plan, with flanking pavilions featuring richly decorated gable ends and a balustraded balcony above the entrance portico. The grand booking lobby has a trussed timber ceiling tiled floor, iron gates and ticket windows. The platform veranda incorporates a hipped roof, with continuous louvred lantern along its ridge.”¹¹

7 Lawrence, S. and Davies, P. (2015) *Cornish tin-streamers and the Australian gold rush: technology transfer in alluvial mining*, in *Post-Medieval Archaeology* 49/1 99–113 p.104
8 <http://www.bbc.com/news/uk-england-cornwall-47041314>
<http://www.theage.com.au/national/victoria/from-the-archives-1944-the-welcome-stranger-nugget-20200203-p53x62.html>
<http://www.goldfieldsguide.com.au/blog/14/the-welcome-stranger-gold-nugget>

9 <https://yelpar.blogspot.com/2015/07/a-railway-station-with-town-attached.html>
10 <https://www.looemuseum.co.uk/blogs/was-mark-twain-cornish>
11 <https://vhd.heritagecouncil.vic.gov.au/places/692/download-report>

THE MARYBOROUGH RAILWAY STATION IS BY FAR THE MOST IMPRESSIVE RAILWAY STATION IN THE VICTORIAN GOLDFIELDS



Above: Maryborough's impressive railway station. (Photo: Getty Images Christopher Groenhout)



A monument marks the spot where the Welcome Stranger was found. (Photo: <https://monumentaustralia.org.au/themes/technology/industry/display/32657-welcome-stranger-obelisk>)



Right: A replica of the Welcome Stranger in the Dunolly Museum. (Photo: Dunolly Museum) www.bbc.com/news/uk-england-cornwall-47041314

The Bendigo Cornish Association was founded in 1913 by Sir John Quick (1852-1932), who was born in St Ives, Cornwall. Perhaps there is no better example than his story of how a young Cornish born lad made it in a big way because of gold. His story has been well documented.

"The family arrived in Victoria in October 1854 and headed for the Bendigo goldfields ... [after the early death of his father] young John attended various schools until he was 10. A series of manual jobs followed—in an iron foundry, battery-feeding in a mine, in the printing room of the Bendigo Evening News before, having taught himself shorthand, he became a junior reporter on the Bendigo Independent and later the Bendigo Advertiser. He moved to Melbourne and in 1874 matriculated. With the aid of scholarships at the university, he graduated LL.B. in 1877 and in June 1878 was called to

the Victorian Bar. Quick played an important role in the federation of the Australian colonies... Elected to the 1897-98 Convention, he was a prominent and vocal member of the Constitutional Committee. Quick was knighted for his outstanding contribution to federation on 1 January 1901. In 1901 Quick was elected unopposed to the House of Representatives for the federal seat of Bendigo. ... [He] was Postmaster-General in the Australian government Deakin ministry of 1909-10."¹²

Sir John Quick continues to be celebrated in Bendigo.

"A self-made man, Quick rose from poverty and obscurity to become one of the 'Founding Fathers'. Bendigo, where he was a legendary hero, erected a bronze bust of him in 1934 in the Queen Victoria Gardens, bearing the motto 'Qui Patitur Vincit' (He who perseveres conquers)."¹³

There is a statue at Redruth in Cornwall, celebrating the amazing find of the Welcome Stranger nugget. (Photo: Angela Crump) <https://min-eng.blogspot.com/2019/05/monster-gold-nuggets.html>



¹² <http://exhibitions.senate.gov.au/pogg/members/quick.htm>

¹³ <https://adb.anu.edu.au/biography/quick-sir-john-8140>

THE WORLD HERITAGE BID IS SEEKING TO SUPPORT THE CONSERVATION OF THE IMPORTANT HERITAGE OF THAT PERIOD.

The author lived only a few doors away from his former Bendigo home 'Edelweiss' in Hamlet Street in the Bendigo suburb of Quarry Hill for many years and often walked past the small plaque outside the house commemorating that he once lived there.

In the mid-19th century, the Victorian Goldfields was part of a major global mass migration with unprecedented numbers of



Sir John Quick's bust in the Queen Victoria Gardens, Bendigo. (Photo: Trevor Budge)

people coming to the region from around the world. The World Heritage bid is seeking to support the conservation of the important heritage of that period. A major motivation for World Heritage listing is to reap the economic, social, and cultural benefits from a significant increase in tourism that will flow from World Heritage listing plus targeted tourism investment. To support the application a Victorian Goldfields Sustainable Tourism Masterplan is being drafted. The Masterplan includes establishing 'World Heritage Journeys', these are designed to ensure that visitors to the region will be able to explore all the region's heritage and experiences, and that all communities can share the benefits of greater visitor expenditure and generate sustainable local jobs.

The World Heritage bid for the Victorian Goldfields is using a cultural landscape serial listing model approach which provides for recognition and listing of a series of component parts or places that embody the attributes of the Victorian Goldfields. Each of the attributes contribute to a 'Statement of Outstanding Universal Value' - what makes the Victorian Goldfields globally significant. The following is an extract from the draft OUV statement that has been drafted by Barry Gamble.

"The Victorian Goldfields represent the most extensive, coherent, and best-surviving landscape, anywhere, that illustrates the global gold rush phenomenon of the second half of the nineteenth century in all its technological, social, and environmental character and consequences [and] the Victorian Goldfields stands out as exceptional among global goldrushes, and pre-eminent in the context of potential for the World Heritage listing of a representative cultural landscape. Quite simply, it is unparalleled."

A rigorous independent process is being used to identify the possible component parts that would comprise the nominated World Heritage sites. It is anticipated that some of these component parts will recognise the contribution of Cornish miners. For sites to be listed their component parts must be authentic, intact and have a management plan in place which ensures their conservation. An extensive community engagement and consultation process will be undertaken for any proposed sites following the Victorian government's application for Tentative Listing. The World Heritage bid process includes extensive engagement with Registered Aboriginal Parties and Traditional Owners who see World Heritage listing, not only as an opportunity to tell the story of Country but to ensure truth telling and the story of their resilience is told on a global stage.

Ultimately the World Heritage Committee will decide whether the Victorian Goldfields will be listed.

You can find more information about the Victorian Goldfields World Heritage bid at - <https://goldfieldsworldheritage.com.au/>



A RIGOROUS INDEPENDENT PROCESS IS BEING USED TO IDENTIFY THE POSSIBLE COMPONENT PARTS THAT WOULD COMPRISE THE NOMINATED WORLD HERITAGE SITES.

What's their Story?

DOLVIN ROAD COTTAGES

Tavistock based charity Tavistock Area Support Services (TASS) recently teamed up with Tavistock Museum and other local organisations to tell the story hidden lives behind doors of a Victorian street in the town. TASS is a charity which supports the independence, inclusion and wellbeing of older people in Tavistock and the surrounding area and What's their Story? is part of the wider volunteer-run LifeStories project hosted by the charity. A community-based social history project, it explores how people lived, worked and played in a humble row of Tavistock cottages since the 1840s. A call out was made for members of the local community who enjoy detective work to help investigate birth, marriage and death certificates, census records, old newspaper cuttings, history books and other resources to unearth the stories for the exhibition.

As some background context, rapid growth of Tavistock in the 19th century was exacerbated by the influx of workers for the mines. The town was already experiencing a housing crisis prior to this and in response Dolvin Road cottages were the first of the 7th Duke of Bedford's renowned Bedford Cottages to be built as part of a wider vision for social housing across Tavistock. This vision also encompassed the surrounding areas within the Duke's estate along with the major redevelopment of town, much of which contributes to its distinctive townscape today. The then-thriving tin, copper and arsenic mines forming part of the Duke's Devon estate provided the wealth to make this transformation possible.

The 18 two-up, two-down cottages, designed by architect Theophilus Jones, were built on Dolvin Road in the 1840s. Jones had mining connections being born in Alwch, the very important copper mining town on the north coast of Anglesey. Often overlooked in favour of the more famous Bedford Cottages at Westbridge, the brick-built cottages on



General view of Dolvin Cottages in September 2023 showing Dolvin School (now St Rumon's School) at the heart of the community

Dolvin Road provided homes for working-class and lower-middle class tenants employed in a variety of occupations, from miners and gardeners to teachers at Dolvin Road school located in the centre of the terraced homes.

Large gardens to the rear of the cottages provided space to grow fruit and vegetables and the cottages also had pig sties to help them to be self-sufficient in produce, a scaled down version of the miner's smallholding scattered throughout the nearby Tamar Valley. The time when most of the occupants moved into the cottages coincided with the founding of the Tavistock Garden Society in 1847. The society had an annual show with prizes for best produce and many Dolvin Road residents were regular prize winners. Growing was a key part of life for the residents and this is reflected in many of the individual stories in the exhibition with reference made to prize winning gardeners and accounts of violent tussles over cabbages!

Other stories still relate to overcrowded households, despite the provision of new social housing, and accidents befalling the residents. In the latter case a number of these relate to



PHOTO: LESLEY STRONG

One of the exhibition panels on display at Tavistock Museum showing the artwork of co-curator Emily Spry

the construction of the new railway line in the vicinity of the cottages. The Dolvin Road cottages, along with other properties owned by the Bedford Estate were sold off in 1911 at auction, dubbed locally as 'the Sale of the Century'. Today the cottages and school are Grade II listed and sit within the Tavistock Conservation Area and the Cornwall and West Devon Mining Landscape World Heritage Site.

The findings of the research have been celebrated in an exhibition hosted by Tavistock Museum from June to October 2023 funded by the Lions Club of Tavistock. Headlined as 'Discover Dolvin: the road, the residents and the realities' the display was curated by graduates Emily Spry and Tilly Barnes. Artist and designer Emily created the illustrations that brought to life the character of the Dolvin Road community and Tilly is an archaeologist/anthropologist who lives in one of the cottages. Both Emily and Tilly volunteered to support the project and helped to research the socio-economic history of the buildings.



PHOTO: LESLEY STRONG

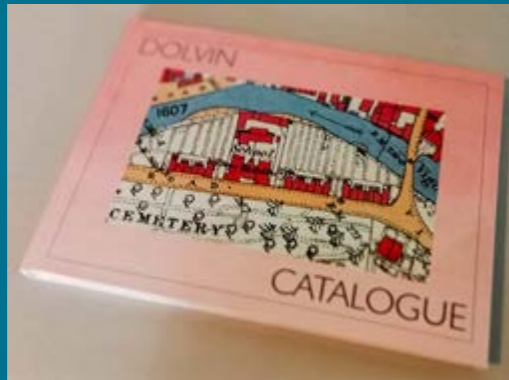
Detail from 7 Dolvin Road in September 2023 showing distinctive Bedford Cottage date stone

The Dolvin Catalogue was produced to support the project and exhibition and provides background information, stories and sets of census data. Limited to a short run the catalogue is currently out of print but there are plans to reprint in the future.

The lives of the tight knit Dolvin Road community were interwoven from cradle to grave with the school just a short stroll away and the cemetery just across the road. Former residents and the architect of the cottages are buried side by side just a stone's throw away from the buildings that shaped their stories.

Take a walk around the cemetery today and you can find a headstone that tells the story of a mining disaster at East Crebor Mine. The headstone bears the name of three miners, John Cloak, Henry Hill and Thomas Allen who had been working in East Crebor Mine on July 13th, 1880, when a freak storm resulted in flash flooding. There was no way of escape for the three miners working underground. The inscription at the base of the stone reads:

Theophilus Jones, the architect of Dolvin Road and many other buildings on the Duke of Bedford estate, is also buried in the cemetery, within sight of the first row of Bedford Cottages to be built in the heart of Tavistock which marked the start of the transformation of the town.



THE DOLVIN CATALOGUE

Produced to accompany the exhibition and provides an insight to lives of people in Dolvin Road and the wide range of occupations.

For example, in the period between 1851 and 1939 Number 7 Dolvin Road lists:

- 2 x Gardener
- Gardener to Gentleman
- Motor Driver
- Domestic Duties
- Retired Hotel Worker
- Housekeeper
- 2 x Waiter
- 3 x Laundress
- 2 x Dairyman and 1 x Dairywoman
- Woolstapler
- Schoolmaster

With ages ranging from 24 to 84

Some of the records of miners living in cottages on the road. Source: The Dolvin Catalogue

8 DOLVIN ROAD

William Chubb – copper miner since the age of at least 14. His father, also a miner, was blind by the age of 34, quite possibly from arsenic poisoning.

10 DOLVIN ROAD

John Tippett senior spent most of his working life in the mining industry which had boomed, and largely bust, by the time he died aged around 60. Initially two of his sons followed him down the local mines, but John junior took up a career as a policeman in Moretonhampstead. Other sons William and Thomas moved to the Ballarat area of Victoria in Australia to try their hand at goldmining. Sadly in 1876, at the age of 43, William fell 100 feet to his death in a mining accident. He left behind a widow and child.

12 DOLVIN ROAD

House was rented by brothers William and John Crossman. John had a diverse career starting out as a policeman before becoming a copper miner, then a water bailiff and finally an agent for a national insurance company.

16 DOLVIN ROAD

James Burgoyne was one of three copper mining brothers who shared a house in Ford Street. James’s first wife, Jessie Cocks, also lived in Ford Street. They married in 1881 and had two children. The 1891 census records Jessie back in her original Ford Street home but there is no record of James. Jessie died in 1895 and her probate record still records James as a miner. James remarried in 1896 and by 1901 they had become tenants at 16 Dolvin Road with James securing a job as caretaker at Tavistock market, where he works for the next 20 years.

16 Dolvin Road today - the mid terrace cottage on the far left was once the home of miner James Burgoyne



PHOTO: LESLEY STRONG

THE TRIBUTER

The lives of the tight knit Dolvin Road community were interwoven from cradle to grave with the school just a short stroll away and the cemetery just across the road. Former residents and the architect of the cottages are buried side by side just a stone’s throw away from the buildings that shaped their stories.



PHOTO: LESLEY STRONG

7 - 12 Dolvin Cottages viewed from the Dolvin Road Cemetery in September 2023

Take a walk around the cemetery today and you can find a headstone that tells the story of a mining disaster at East Crebor Mine. The headstone bears the name of three miners, John Cloak, Henry Hill and Thomas Allen who had been working in East Crebor Mine on July 13th, 1880, when a freak storm resulted in flash flooding. There was no way of escape for the three miners working underground. The inscription at the base of the stone reads:

“We left our homes in perfect health and little thought of death One moment busy at our work, the next, we lost our breath.”



PHOTO: LESLEY STRONG

Lesley Strong



Conservation at King Edward Mine

WAY BACK WHEN



PHOTO: BARRY GAMBLE

Above: King Edward Mine, near Troon



King Edward Mine, around 1912 (KEM Archive)

Ten years ago in October 2013 it was announced that a £2 million grant funding package had been approved for King Edward Mine to conserve and adapt two important historic buildings on site for workspace use.

The King Edward Mine site near Troon is situated within the Camborne and Redruth Area of the World Heritage Site and covers over 20 acres, comprising the former training facility of the internationally renowned Camborne School of Mines. In mining education it was unique in Cornwall, with underground workings, surface ore dressing mill and classrooms all available for the benefit of students. King Edward Mine also has the distinction of being the oldest essentially complete mine site in Cornwall (dating from 1897-1907), and constitutes part of the Outstanding Universal Value, or international importance, of the World Heritage Site.

A bid by the Economic Development & Culture team of Cornwall Council secured a £1,126,248 grant from the European ERDF Convergence Programme which enabled the renovation of the former Count House and Carpenters' Shop complexes, which had been either empty or under used in recent times. The buildings are acknowledged as being of great importance by Historic England and are Listed Grade II*, a ranking given currently to around only 5.5 per cent of all Listed buildings registered. Such was the deteriorating condition of the two buildings, however, that these had been placed on what was then the English Heritage national 'Heritage at Risk Register', which records particularly problematic structures under threat.

The King Edward Mine site has been in the ownership of Cornwall Council since 2009, with most of the site being operated as a mining museum by a charity and maintained by dedicated expert volunteers. Cornwall Council contributed £800,000 towards the cost of the restoration of the two buildings, and the work undertaken included the creation of nine letting workspace units, with revenue from these being available to maintain the buildings in the future. This project followed the reconstruction of the steam winder and compressor house at the mine in 2010, after its destruction by fire in 1957.

Funding was secured through the World Heritage Site 'Discover the Extraordinary' tourism enhancement programme, using European Union and DEFRA grant aid made available through the Rural Development Programme for England (RDPE). Gloweth Construction of Truro undertook the expertly constructed rebuild in the original Edwardian style and in keeping with the remainder of the Grade II* Listed site. The buildings now house the Holman Brothers' horizontal steam winder, installed at King Edward Mine by 1908, and the site's Harvey's Foundry air compressor.

The extensive works at KEM also had the benefit of removing a number of structures from the Historic England 'Heritage at Risk' register. This records features of historic importance Listed at Grade II* which are under serious threat from neglect or other issues. The Count House, Blacksmiths' Shop, Miners' Dry, Weighbridge Stores, Assay Office, Brass Machining Shop, and the Boiler House to the Winding Engine House will all be thankfully removed from the register once the project is concluded.

Below: The mine Assay House prior to conservation works (2014)



PHOTO: SIMON BURTT

Extensive conservation works were undertaken throughout the following two years with the workspace units finally opening for business in the summer of 2015. A café facility has since been added to the mine, providing excellent quality refreshments, and a museum display area has been created within the former boiler house. Ten years on, these works have revitalised King Edward Mine and have removed a number of structures from the

Historic England 'Heritage at Risk' register, these being the Count House, Blacksmiths' Shop, Miners' Dry, Weighbridge Stores, Assay Office, Brass Machining Shop, and the Boiler House.

To find out more about King Edward Mine and how and when to visit, please see the website at: <https://www.kingedwardmine.co.uk/>



PHOTO: ANSLEY COCKS

The welcoming interior of the Croust Hut (2018)



PHOTO: ANSLEY COCKS

The conserved Assay House, now the Croust Hut café (2018)



PHOTO: ANSLEY COCKS

The King Edward Mine Winder and Compressor House, nearing the completion of rebuild (2010)



Houseman's Shaft Engine House, South Phoenix Mine, November 2020

