Tamar

Journal of the Friends of the Tamar Valley
Number 36 - 2014

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Cover photo by Clive Charlton: The Tamar looking north from Weir Quay to South Hooe and the site of the South Hooe Mine. The workings of the mine lay under the river (as described in the article by Colin Buck)

EDITORIAL

'*Tamar'* No. 36 contains a diverse set of articles, which benefit from the expertise and enthusiasms of their contributors – many thanks to them. There is also a good number of photographs and diagrams, although some articles are more 'image rich' than others.
This volume opens with a very welcome contribution from Gary Hicks, drawing on his peerless knowledge of historic merchant shipping in Plymouth and its neighbourhood. Gary has written a fascinating account of the ship-building yard operated by Emanuel Crocker at Netstakes far up the tidal Tamar near Gunnislake. Two of the seagoing vessels it produced became notorious for the fates met by their crews. Note: Gary's thorough and detailed recording of Plymouth's shipbuilders, and merchant shipping and fishing boats registers is an impressive achievement. *For more details, see*: www.plymouthmerchantships.info/

Bruce Hunt combines his great expertise about both Saltash and railways in his article, exploring a 'railway link that never was'. Although Callington had to wait until 1908 to get a connection to the national railway network (and then only at Kelly Bray), in the 19th century, there were plans for lines that would have connected the town direct to Saltash. Had one of these proposals come to fruition, the development story of the Tamar Valley might have been very different.

Another aspect of the transport history of Saltash is explored by Peter Clements, who has researched the story of the town's turnpike roads, and especially the numerous associated milestones. His article is supported by recent photos of these venerable roadside survivors (the photos follow Peter's text to facilitate easier layout).

In 2014, *Tamar* once again benefits from Colin Buck's immense knowledge of industrial archaeology and meticulous field- and desk research of mine sites in the Tamar Valley. His article showcases the important and distinctive South Hooe lead / silver mine on the Bere Peninsula, and is adapted from a very thorough research report that was produced several years ago. However, it does not seek to reflect subsequent management of the privately-owned site.

The final article is a contribution by the present editor, who is fortunate enough to have a set of transcripts of the Churchwardens' accounts for the parish of Bere Ferrers from the 17th and 18th century. Although 'accounts' may sound rather dry, in fact the records offer a rich array of clues about parish affairs and the concerns of local residents from a period that is otherwise not especially well-documented.

The volume is completed by a review by Helen Wilson of all the Friends of the Tamar Valley talks and walks during 2012 and 2013. Thanks are due to Helen for keeping such a thorough record, which is a fine reminder of the great interest and diversity of our regular events. Congratulations are due to the Programme Secretary, the speakers and walks leaders – and to the Tamar Valley for being such a fascinating focus!

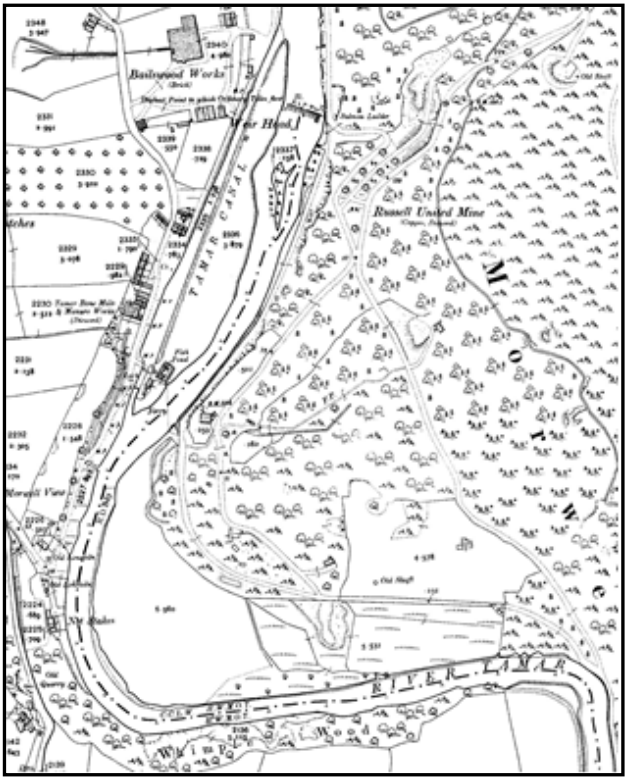
Despite the editor's good intentions, the 2014 edition has again appeared rather late in the year. However, the resolution for earlier delivery *next* year remains. In fact, several articles for *Tamar* No.37 are in progress to give a good head star for 2015. But additional contributions in the form of articles and also photographs would be most welcome. As in the past, there is flexibility with respect to the length and focus of articles for the journal, ranging from short, 'personal' items to more detailed pieces of research. Please get in touch via the email address below if you feel you have something to offer!

Clive Charlton, Editor, *Tamar* ccharlton@plymouth.ac.uk

Building at the Limit: Netstakes and the unlucky sisters

Gary Hicks

For hundreds of years the art of building wooden ships was practiced on the river Tamar at sites many of which possessed little in the way of fixed plant or permanent structures and have thus left little or no trace on the ground. One such 'yard', perhaps the most improbably sited of all the yards on the Four Rivers, existed at Netstakes just a few hundred yards below the tidal limit of the River Tamar. This extract (not to scale) from the 1906 1:2500 scale Ordnance Survey Map shows the last great salt water bend of the Tamar at Netstakes, but reveals no trace of the 'yard' nor did the earlier edition of the Ordnance Survey Map, surveyed in 1857 and revised in 1884. No description of the yard survives and depending on its precise location on the bend, a conventional launch might have been possible, pointing downstream, although the late Basil Greenhill suggests that sideways launches were made from the yard. The blade shaped parcel of land adjoining and downstream of the buildings (now ruined) by the words "Net Stakes" on the map, might have been the site of the yard, but walking the overgrown bank has revealed no indication of this.



Here, briefly, Emanuel Crocker built a series of vessels in rapid succession, the schooners *Tamar Queen*, launched on 15 December 1864; *Ada* (1865); *Thomas Edwin* (1867); and *Merit* launched in June 1868, with the smack *John Headley* launched in July 1866. It is possible that there were other vessels whose names and details are presently unknown, built before the yard closed, which was stated to be in the slump of 1868 (Paige, 1978). Shares in all of these vessels were held by local people, most of whom could have inspected progress of their construction during a leisurely Sunday afternoon stroll. Strangely, two of the four schooners had an 'interesting history'; it has been aptly said that interesting history is history that is exciting to read about, but not to experience personally, and that is certainly true in these two cases.

Tamar Queen

The launch of the *Tamar Queen*, fully rigged and almost ready for sea, at an early hour on 15 December 1864, was reported in the Western Daily Mercury of the following day;. The Mercury stated that this was the first vessel launched above Saltash; not unexpectedly this mis-statement brought letters of correction, but perhaps the nub of truth was that she was Emanuel Crocker's first vessel at the site. In any event the *Tamar Queen* was towed to Morwellham to complete and Emanuel Crocker sold all 64 shares to John Doney Reed of Calstock. Reed registered her at Plymouth on 6 January 1865 and, on the following day, sold 62 shares, in small blocks, to 21 local people - these diverse investors included farmers, a widow, shopkeepers and miners.

Just over a year later her Register was endorsed "Duplicate Certificate of Registry issued on 27th January 1866 in lieu of the original one which has been lost."

The loss of this important document, without which the *Tamar Queen* could not clear customs or sail from a British port was not the result of some minor mischance, but arose (as headlined in the Western Daily Mercury of 24 January 1866) from a "Horrible tragedy on the High Seas". On that fateful voyage the *Tamar Queen* sailed from Plymouth to Swansea and loaded coal for Lisbon; sailing from thence to the Azores where she arrived on 10th of November 1865 and, after delay, began to load oranges. She was blown out of the open anchorage, partly loaded, on 2nd December; on board were her Master Henry

Tremills of Plymouth, Mate Thomas Knapman Pickard, seamen William Hart and Samuel Brown and Richard Ford, a boy aged 15. A seaman, sick in hospital, had been replaced by a Portuguese seaman, who proved a problem from the moment he stepped aboard, although nobody could have foreseen the catastrophe which he was to unleash. On 5th January at 1 p.m. the Master and Hart were on the starboard side forward, when blows and cries were heard, the Portuguese then came to the port side of the schooner, "armed with the cook's axe, which was bloody, and hit Pickard in the left temple. Pickard seized a handspike, and hit the right arm of the Portuguese, who still endeavoured to strike with the axe, when Pickard hit him again, providentially knocked the axe overboard, seized the miscreant by the throat, and called for assistance. The cabin boy came with the boat's tiller, and using it vigorously on the head of the Portuguese, compelled him to discontinue further resistance". Helped by the seaman Brown, they then lashed the Portuguese to the fore rigging on the port side. "The Master and Hart were both killed: their bodies were taken up, laid on the starboard quarter deck, and covered with a tarpaulin. The Portuguese survived about four hours." Soon after the incident, and while the Portuguese seaman was still alive, the survivors signalled the schooner *Delgada*, sailing close by, the mate of which boarded the *Tamar Queen*. Pickard decided to retain the bodies, and make for Fayal, but was prevented by contrary winds. After three days of blistering sun, the surviving crew were forced to put the bodies overboard and square away for England, arriving at Plymouth after 15 days, where Pickard surrendered himself to the authorities, handing in his log and the Master's Certificate, but not the missing register.

The survivors appeared before the Plymouth Magistrates on 30 January, "charged on suspicion of the murder of a Portuguese seaman, name unknown". Their lawyer pleaded self-defence and after hearing evidence the Bench discharged them "on their own recognizances to appear again when called upon, if any further facts should be elicited, or information obtained" (Western Daily Mercury 3 February 1866). The men surrendered themselves at a further hearing before the Bench on 2 March, when evidence was given that nothing further had been found regarding the ship's register and it was supposed that it had been left with the British Consul at St. George's when the *Tamar Queen* was blown out to sea. The Board of Trade were most unhelpful in tracing the lost register and investigations had failed to discover the whereabouts of the

Delgada. However, by a chance conversation on a train the Mate of the *Delgada* had been discovered at Newlyn by the Defence Counsel and had written a letter which Counsel produced:

"Newlyn Feb. 23 1866 - On Friday, January 6th, the schooners *Tamar Queen* and *Delgada* were beating up between the islands of Pixa and St. George, when at 1 p.m. we observed the *Tamar Queen* with her Ensign half-mast and Union down. Tacking towards her we hove our boat out and went on board, and saw the captain and one seamen lying dead, their heads being smashed to pieces. The mate informed us that the Portuguese whom we saw lashed to the rigging had killed them with the cook's axe.
Thomas J. Matthews, Mate of the Schooner Delgada of Liverpool" (Western Daily Mercury 3 March 1866)

This was not quite the end of the matter because the Portuguese Consul pursued it further, but after more intensive questioning of the boy Ford, the Mayor concluded that the crew were telling the truth and dismissed the case.

The *Tamar Queen* continued to trade quietly before being sold to Thomas Murray, Master Mariner of Courtmacsherry Co. Cork on 10 August 1895 and registered at the Port of Cork. On 1 June 1907 she was lost after stranding on Ring Bar, County Cork (W. Martin Benn, *'Closing Down Sail'*, 2011).

Thomas Edwin

No account of the launch of the *Thomas Edwin* has yet been discovered, but her register shows that she was built in 1867 and her launch must have been early in that year, for she was registered in the names of Emanuel Crocker of Gunnislake, shipbuilder, 34/64 shares; Edward Bowhay of Calstock, Merchant, 16/64; John Parken of Calstock, Yeoman, 10/64 and Thomas Martin of St. Dominick, Farmer, 4/64.

On 21 September 1867 she left Liverpool bound for Gaspé on the Gulf of St. Lawrence, with a cargo of salt, but it is unclear whether this was Cheshire or Spanish salt as the Quebec Gazette of 18 May 1868 states that she was "from Cadiz, with a cargo of salt for Mr. Hyman, of Gaspé". Her voyage would have been a race against approaching winter because the Gulf began to freeze in late October / early November, but no news of her arrival reached her owners and

she appeared to be yet another missing vessel, the register of which would eventually be closed, in time-honoured fashion: “sailed from … on … and not since heard of”.

The terrible story of the fate which had befallen the *Thomas Edwin’s* crew, however, began to unfold in the pages of the Quebec newspapers during May of the following year:

QUEBEC MORNING CHRONICLE 16 May 1868 “We have received the following telegram from our valued correspondent at Gaspé Basin, Mr. Joseph Eden: "Gaspé Basin, May 13, via Dalhousie, the 15th. … Schooner *James* [sic] *Edwin*, laden with salt, bound for this port last fall, on shore between Otter River and Gun River, Anticosti; all hands lost. …”

“Extract of a letter dated 29th April ‘68, from Mr. E. Pope, keeper of the light-house, Southwest Point of Anticosti.

A vessel came ashore about the latter part of last November, 20 miles to the westward of this; she is a topsail schooner, *Thomas Edwin*, of Plymouth, from Liverpool to Gaspé, loaded with salt. The man who found her saw nothing of the crew. Captain [Robert] Setter, keeper at the Depot, at Ellis Bay, in walking up to the West Bay last March, found the chronometer at the edge of the bush where it has been carefully placed by some of the crew; it had not been wet and was uninjured. There has been several articles of clothing found this spring. There is every reason to believe that the unfortunate crew reached the shore in safety, and afterwards perished in the wood or on the shore. The vessel is dry at low water, and quite tight."

It was not until July that news of the terrible fate of the crew of the *Thomas Edwin* reached her home port (Western Morning News, July 6, 1868):

“Lloyd's agent at Gaspe Basin, Anticosti, in his advices received on Friday, states that, in respect to the wreck of the ship, *Thomas Edwin*, of Plymouth, laden with salt, found stranded on the south-west side of the island of Anticosti, competent surveyors have been employed to explore the island for the missing crew; but no living soul could be discovered. A few scattered sheets of paper were found on the coast, evidently the remains of the daily log of the ship, kept by the mate, Deagan, from which entries can be traced of the ship's movements up to the 26th of last November; and the ship is supposed to have been stranded on or about the 1st of December, when she took the shore between forty and fifty miles to the west of the south-west lighthouse on Anticosti; and there is reason to fear that all the unfortunate crew died from starvation and cold. Two bodies of the crew were found, one in a spring, and

the other had got into an old deserted hut, where he must have laid down and died, for some matches were found upon him, with which he apparently intended to light a fire, but cold seized upon him and he perished. There was found on him a naval volunteer certificate, from which it was seen his name was James Thomas Castle, and a photograph of a young woman was also found in his pocket. No other bodies were found on the island."

It will be seen that the contemporary newspaper reports are short on the names of her master and crew. Lloyds Register of 1867 names her master as W. Gill, while the list of Crew Lists held by Devon Record Office shows her master as White and this is in agreement with the sailing report in the Liverpool Gazette of 24 September 1867. (There is an urgent need to find the Crew List filed for that fateful voyage for it would name her master and crew, their ages, place of residence and previous ship, but unfortunately these records are widely scattered.)

The Quebec Morning Chronicle of 29 June 1868, in a letter from their Gaspé correspondent reported the *Thomas Edwin* "brought in here, having been taken off, and is now laid up in the harbour". The London Morning Chronicle of 31 December 1868 reported her at "Civita Vecchia, [west coast of Italy, north of Rome] December 12. The *Richard*, LeGresley, which arrived here November 24, and *Thomas Edwin*, Taylor, which arrived here December 8, both from Gaspé, have sustained damage to bulwarks and jettisoned part of cargo (cod)." This report, if correct, contradicts the statement by the late Basil Greenhill in *'The Merchant Schooners'*, Conway Maritime Press Ltd, 1988, that it was Emanuel Crocker who sailed her back from Anticosti.

The reports in the Quebec newspapers are reproduced from Gilbert R. Bossé *'Navigating the Lower Saint Lawrence in the 19th Century'*, and are included here by kind permission of the author: for further details of this publication see the website of the same name.

The *Thomas Edwin* had a long trading career, her first change of ownership coming when her local owners sold her in August 1876 to Thomas Marley, Master Mariner of Porlock, but she remained on the Plymouth register. It was under Marley's ownership that she was painted in the 1880s by Thomas Chidgey of Watchet. A photograph of that portrait appears on page 64 of *'The New Maritime History of Devon'* Volume II, in which it is stated to be in a

private collection. In 1894 she was sold to four owners based in Oreston and Plympton, who converted her to a ketch in April 1901. A final sale came on 22nd April 1904 to Philip Kelly Harris, Shipbuilder, of Appledore and she was still in his ownership when, on a voyage from Bridgwater to Truro with bricks, she was in collision, off St. Anthony Head, Falmouth, with a cofferdam which was being towed by the Government tug *Herculanean*. The badly damaged *Thomas Edwin* began to sink and the crew of three took to their boat, from which they were rescued by the pilot boat *Arrow*. She sank in shallow water about three quarters of a mile S ½ E of St. Anthony; her topmast visible at low water and, as a danger to navigation, was blown up on the following day by Trinity House divers (Lakes Falmouth Packet, Friday 19 February 1909).

Reference

R.T. Paige, 1978. *The Tamar Valley at Work: James Goss - A Century of Shipbuilding and Life in the Tamar Valley*, Dartington Amenity Research Trust.

The above article is condensed from the transcribed registers and supporting material in:
'Plymouth's Other Fleet (The Merchant Shipping & Fishing Boat Registers of the Port of Plymouth 1814 – 1945)': www.plymouthmerchantships.info/

The author can be contacted through this website and would be pleased to hear from anyone with further information relating to the above vessels or indeed any of the dozens of vessels built, owned or operated in the upper river. Of particular interest would be information regarding Captain E. Willcocks and the paddle steamer *Empress*; it is hoped that further information may support the link to a recently rediscovered watercolour of the schooner *Elizabeth Drew* owned at both Gunnislake and Calstock.

A Railway to Callington

Bruce Hunt

In 1908 Callington became one of the last towns in England to be connected to the railway network - but it could have happened much sooner and in a very different form to the line that eventually opened.

In January 1864 the "Tamar Kit Hill and Callington Railway Company Ltd" (TKH&CR) published a prospectus stating their intention to facilitate the transit of goods, merchandise and mineral produce between the Port of Plymouth and the town of Callington via the River Tamar to Kelly Quay and wharves at Calstock and then via an incline to Kelly and by a railway to Callington town.

The company planned the route of the railway from the top of the incline at Kelly to Callington town (terminating at the site now occupied by the police station) via Calstock Consols, Wheal Edward, Drakewalls, Gunnislake Clitters, Hingstone Downs, Wheal Williams, Latchley Consols, West Down, Kit Hill, New Wheal Martha, West Wheal Martha, Wheal Tom, Holmbush, Kelly Bray, Callington Mines and East Wheal Florence. There were also plans to transport ore from mines in Devon, particularly Lamerhooe, West Maria and Fortescue.

By the time the prospectus was issued, a contractor had been appointed and work had commenced. The majority of the landowners had given their consent; the incline plane, quays, engine works, stores, limekilns, houses, and premises of the Tamar Coal, Manure and General Mercantile Company had been obtained.

The railway was to be about seven miles long and built to the standard gauge of 4ft 8½ins with sidings to feed the mines and villages on route. The company saw their main outgoing traffic as minerals, ore, bricks, cattle and corn with the main incoming traffic being coal, timber, lime and fertilizer. The cost of transporting ore from the mines to the quays at Calstock by wagon at that time was 1s per ton per mile. The TKH&CR estimated to reduce costs by half. It is not clear what form the motive power would take as the company planned to operate the line as an 'Open Line' where merchants and others would have powers to convey their own goods over the line on payment of a small toll.

Then in June 1865, the Cornwall Railway (CR) was authorised by an Act of Parliament to build a broad gauge railway (7ft 0¼ins) from the CR near Saltash to the TKH&CR at Callington. The line was to follow a route very similar to the route the Saltash-Callington road now takes. (This proposed railway should not be confused with an Act of Parliament 30 years later authorising the GWR to build a branch line from Saltash to Callington). The line was to commence from a junction with the main CR line between Saltash Station and Coombe Viaduct heading towards Carkeel, St Mellion and Callington. The act also authorised a second railway from a junction with the CR west of Coombe Viaduct to join with the first railway at a junction in 'The field owned by William Henry Pole Carew in the occupation of Thomas Richards' (*see map on following page*).

In July 1866 an Act of Parliament authorised the TKH&CR to change the gauge of their railway to either wholly broad gauge or mixed gauge and to make a junction with the Saltash & Callington Railway. It also instructed that traffic on the TKH&CR should be compatible with the Saltash & Callington Railway, Cornwall Railway, South Devon Railway, Bristol & Exeter Railway and the Great Western Railway.

One bizarre clause in the Act of Parliament states:

> *'The TKH&CR may construct their railway upon the broad gauge instead of the standard gauge or mixed gauge but if at any time hereafter a railway shall be authorised upon the standard gauge that is to form a junction with the TKH&CR the company shall establish a mixed gauge upon their railway and shall lay down and maintain such additional rail as necessary.'*

Even though the TKH&CR had the backing of most local land and mine owners to the tune of £60,000, the scheme ran out of money part way through construction, while no rails were ever laid by the CR on its line from Saltash to Callington, although reputedly some earthworks were commenced.

However, the need for a railway was as great as ever. Plans were revised and a company called the "Callington & Calstock Railway" was formed to build a railway to a narrow gauge of 3ft 6ins to terminate at Kelly Bray. The Bill was

Proposed routes of Saltash Railway and the TKH&CR.

The almanac for 1868 produced for the three towns of Plymouth, Stonehouse and Devonport included a free map of the area to show the new 'Palmerston forts'. Fortuitously the map also shows the route of the Saltash Railway and the TKH&CR.

introduced in 1869, and received the Royal Assent on August 9 of that year. By this Act, the Callington & Calstock Railway Company was incorporated, and authorized to construct 7 miles 7 fur. 3 ch. of 3 ft. 6 in. gauge single line between Calstock Quay and Kelly Bray. Powers to raise a capital of £60,000 in £10 shares, and a further £ 20,000 on loan were granted. Much of the money was raised outside Cornwall. Contracts were let, and work started almost at once, but before its completion, the company obtained a second Act (May 25, 1871) authorizing some minor deviations and a change of name to the East Cornwall Mineral Railway The amended line was 7 miles 4 fur. 5 ch. in length, and was opened to public traffic on May 7, 1872. The first load to be transported was coal for the Callington Gasworks.

The East Cornwall Mineral Railway (ECMR) was a success, serving the mining communities along its route and the fertile farming area to the north of Callington. However, the businesses and traders of Callington itself tended to prefer road transport to Saltash, where goods and produce could be loaded straight onto trains with a direct link to London. If they used the ECMR, goods still had to be transported to Kelly Bray, loaded onto open trucks, and moved over poor tracks to Calstock via an incline. There, goods were unloaded onto the Quay before being loaded into a barge for shipment to Plymouth or another coastal town where the reverse would happen before the goods arrived with the customer. All this transhipping made goods prone to damage (in some cases up to 25%) a loss that caused a number of businesses, particularly those manufacturing tiles and pottery to close and relocate to areas with better transport.

In 1890 the Plymouth Devonport & South Western Junction Railway (PD&SWJR) opened their line from Plymouth to Lydford via Bere Alston and Tavistock, giving the London South Western Railway (LSWR) direct access to the Port of Plymouth from London. In 1891 the PD&SWJR took over the running of the ECMR and purchased it outright in 1894.

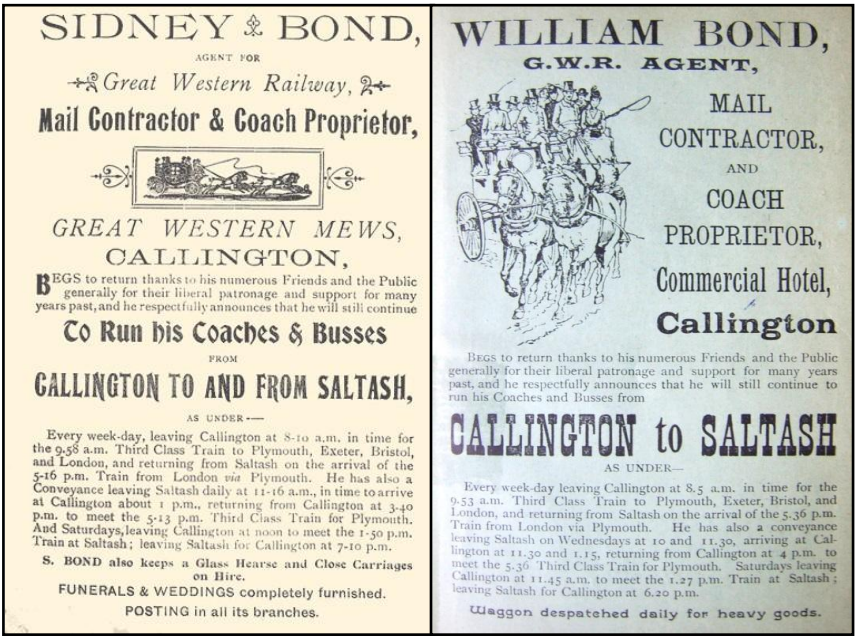
In 1892 the Great Western Railway (GWR), which now owned the Cornwall Railway (CR) finally completed their conversion from broad gauge to standard gauge. They were alarmed by the PD&SWJR's acquisition of the ECMR They could see the possibility of the ECMR joining the LSWR main line at Bere

Alston, with the loss of their lucrative trade from Callington, which was linked to Saltash by a number of contracted private coach and haulage firms.

Ricketts Horse Bus ran between Saltash Railway Station and Callington

Following the purchase of the ECMR by the PD&SWJR in 1894, the GWR were quick to act. In 1895 the *Cornish Times* reported:

> "Callington has long felt the need of railway communication. In years gone by it was a busy mining centre, and though the mining industry is not what it was, the town is still an important little place towards which the trade of a large and fertile agricultural community naturally gravitates. Two or three abortive attempts have already been made to construct a railway to it. Sometime in the 1860's there was a scheme for making a line to Saltash. That fell through unfortunately, and in later years a similar project shares a like unhappy fate. At another time there was a hope that the South-Western line to Plymouth might cross the Tamar, and run down the west bank of the river.
>
> This idea was unrealized. It was found to be impossible to ignore the interests of Tavistock as was contemplated in that scheme, and the



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CALLINGTON to SALTASH

AS UNDER—

Every week-day leaving Callington at 8.5 a.m. in time for the 9.53 a.m. Third Class Train to Plymouth, Exeter, Bristol, and London, and returning from Saltash on the arrival of the 5.36 p.m. Train from London via Plymouth. He has also a conveyance leaving Saltash on Wednesdays at 10 and 11.30, arriving at Callington at 11.30 and 1.15, returning from Callington at 4 p.m. to meet the 5.36 Third Class Train for Plymouth. Saturdays leaving Callington at 11.45 a.m. to meet the 1.27 p.m. Train at Saltash; leaving Saltash for Callington at 6.20 p.m.

Waggon despatched daily for heavy goods.

Adverts for Sidney Bond and William Bond who were contracted by the GWR to operate coach services between Saltash and Callington

railway when made took its course along the Devonshire side of the Tamar. Thus it happened that Callington notwithstanding that it once got up some festivities over the cutting of the first sod of the railway which was to be – is still without the means of cheap and rapid communication with the great markets of the country. Now, however there seems a distinct probability that the scheme which has been placed before the public for constructing a light railway from Callington to Saltash to a successful conclusion. The proposed line which joins the Great Western line near the goods yard at Saltash station, will, it is estimated cost about £5,000 per mile to construct. This will give for the 10½ miles a total cost, roughly, of £55,000, in addition 70 acres of land will be required, which, it is thought ought not to cost more than £6,000.

> Some changes have been made in the proposed route since the scheme was tentatively placed before the public. After leaving Saltash station, the line will pass under the St. Stephens road and a little further on will go over the road at Burraton by means of a level crossing. At this place about a mile from Saltash, the first stopping place will be made, a second will be at Notter, about three miles from the junction. Passing Botusfleming, and running under the main road near Viverdon Down, the line will approach St. Mellion. From this point it will make a divergence from the route originally suggested and will trend eastward so as to serve the interests of St. Dominick, one of the most fruitful spots on its route. There will be another stopping place for St. Mellion and St. Dominick, but the exact position of it has yet to be determined. After going under the main road from Callington to Tavistock the line will enter the former place on the north side of the town. There will be some rather heavy gradients, the average being about one in fifty. Apart from this the engineering difficulties are not serious; the Great Western Company are understood to regard the project favourably, and next session it is proposed to apply to Parliament for the necessary powers."

The GWR obtained an Act of Parliament to construct the line. Plans were draw up and some land purchased. Then in 1896 the PD&SWJR obtained an Act of Parliament for the Bere Alston & Calstock Light Railway, a railway designed to link the ECMR to the main line at Bere Alston. But with no further action from the PD&SWJR the GWR put their own plans on hold, although both companies kept their plans alive with 'Extension of time orders'. Meanwhile, the GWR sped up its service to Callington with the introduction of motor omnibuses.

The PD&SWJR began work on the construction of the Bere Alston and Calstock Light Railway (BA&CR) in late 1904. Initially the line was to be constructed as a narrow gauge railway of 3' 6" but after Colonel Holman F Stephens was appointed as engineer to the ECMR, the gauge was changed to standard gauge (4' 8½") at Stephens's recommendation. This was approved by the board with an amendment order being issues later in 1905.

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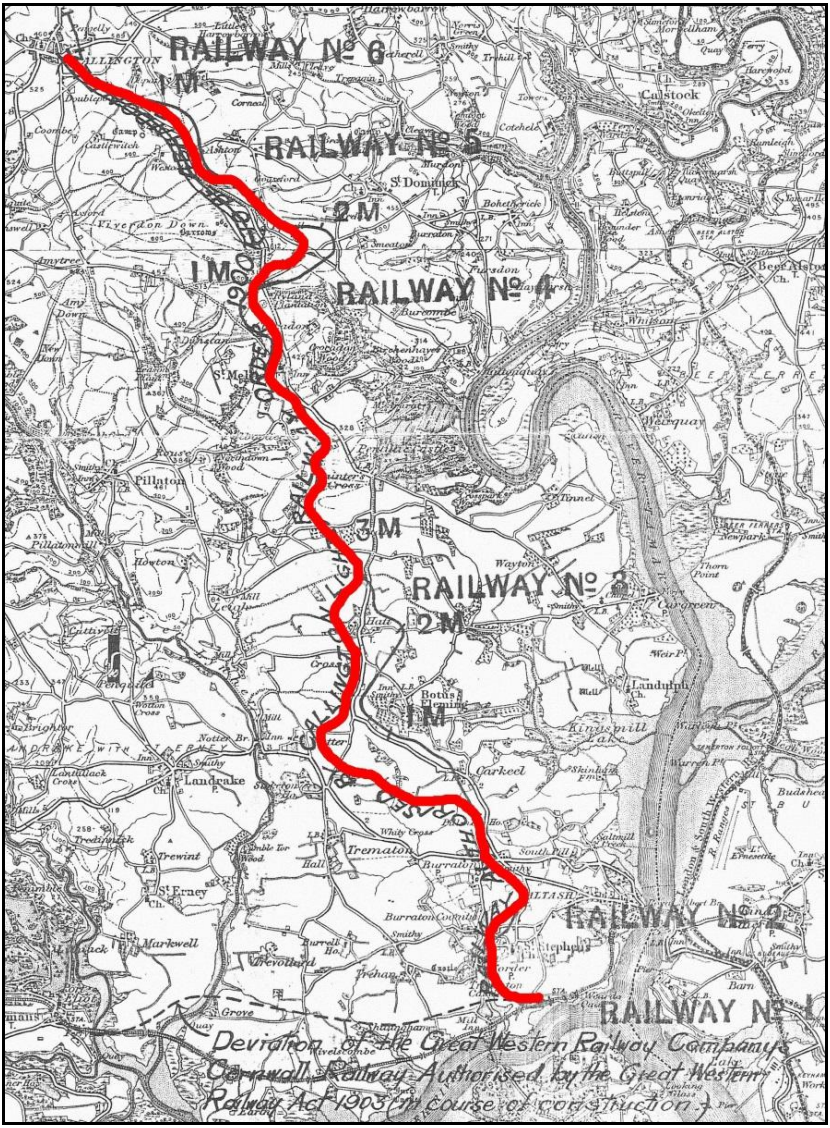

The original planned GWR route from Saltash to Callington. This route was to leave the main line near Forder Creek, with two stations in Saltash, one at Church Road, St Stephens, the other at Burraton.

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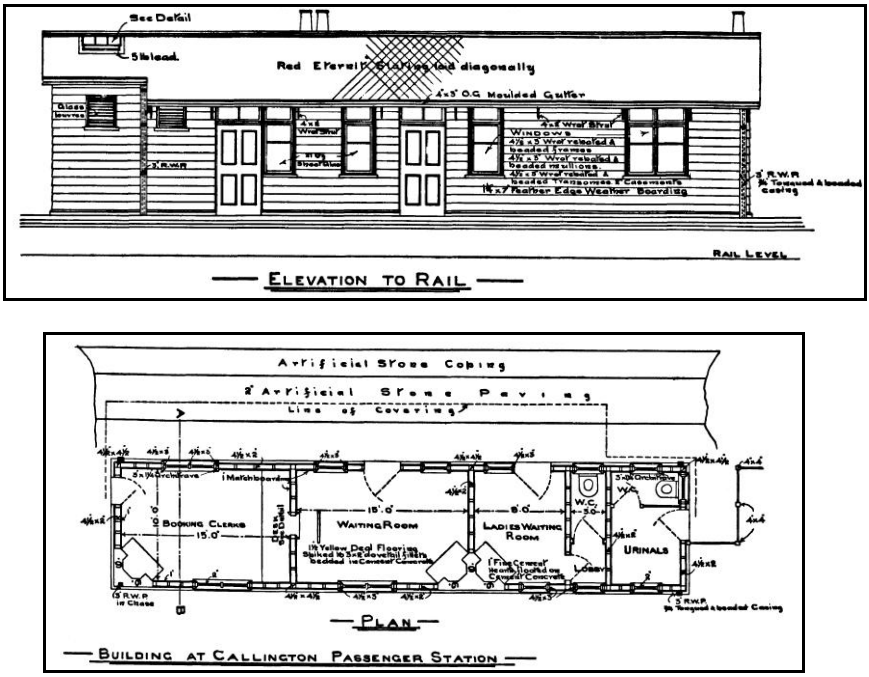
The GWR was well aware of developments at the PD&SWJR, having kept their own plans for a railway to Callington alive with extension of time and amendment orders. They had kept their plans updated, but with a number of changes to the route. The GWR had always dominated the general traffic from Callington via road to Saltash, and the bulk of the ECMR’s traffic had come from the northern area around North Hill. The PD&SWJR knew that they would lose this traffic if the GWR opened a rail head at Callington. The GWR planned stations at St Stephens, Burraton, Botus Fleming, St. Dominick, Pillaton, St Mellion, and Callington. The land required had been purchased and buildings designed. There was to be a passing loop at St. Dominick with a 23 lever signal box.



Standard station design for buildings on the GWR Saltash to Callington railway

At the November 1907 board meeting of the PD&SWJR it was reported that:

a. The GWR was now staking out the line from Saltash to Callington.

b. That 14,200 tons of general traffic was annually carried over their railway between the quay at Calstock and Kelly Bray, nearly the whole of which on arrival at Kelly Bray goes forward to the Northern District and very little indeed to Callington, probably less than 500 tons.

It was decided that the only way to secure their customers was to take the railway to them. Colonel Stephens was instructed to survey a route to extend the railway from Kelly Bray to North Hill.

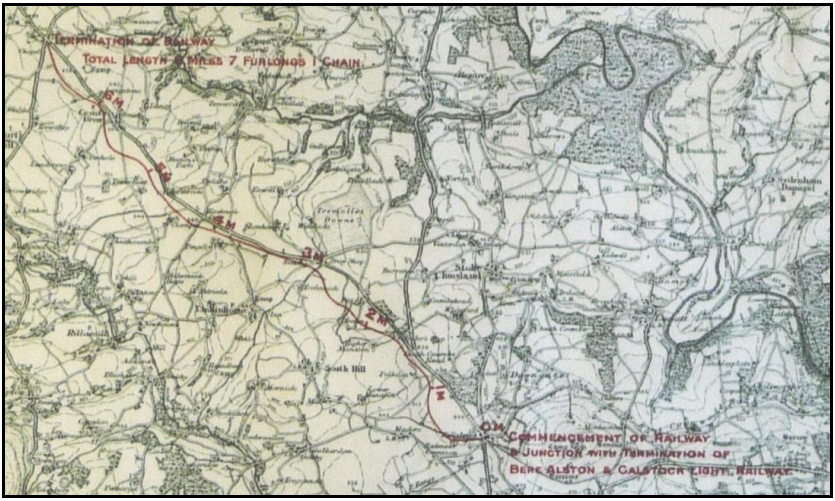
On 4th March 1908 the Western Morning News announced:

> The directors of the PD&SWJR have made an application to the Light Railway Commissioners to authorise an extension of the light railway to North Hill terminating at Congdon Shop, and are glad to be able to state that the Commissioners have expressed their intention of granting the order. A resolution approving the draft order will be submitted at the special meeting.

The PD&SWJR also announced their intension to extend past North Hill:-

> A special meeting of the company will follow to consider a draft order for a light railway in the county of Cornwall from the termination of their authorised line to North Hill.

When the GWR realised that the PD&SWJR were serious about extending to North Hill they quietly ceased work on their line from Saltash to Callington but they retained the land that they had purchased, renting much of it back to the original owners.



Route of the proposed railway from Kelly Bray to Congdon Shop

The PD&SWJR also kept their options open, but once they realised that the 'opposition' had stopped work they quietly put their plans to extend to North Hill on the back burner.

The GWR and its descendent, British Railways, sold off the land acquired for their railway to Callington from the 1950s onwards, with the last parcel of land being sold only in the 1970s.

Saltash Turnpike Trust's Milestones

Peter Clements

In December 1761 the: "Mayor, other Burgesses and inhabitants, and gents travelling the road, petitioned Parliament about the 'ruinous, incommodious and dangerous' roads leading to Saltash." This was a procedure used to establish new turnpikes. The proposed new turnpike route was from Trerule Hillhead where it would join the existing Torpoint - Liskeard Turnpike at: "Trerulefoot, by Pole-marking (Polmarkyn) over Heskin Bridge thru Tiddeford (Tideford) in Parish of St Germans and Landrake over Notter Bridge to Boraton (Burraton) Lane End in Parish of St Stephen's next Ash (Saltash), to Culver Park Gate in a Lane called Back Lane (now Culver Road) in Borough of Saltash."

Turnpike Trusts were generally set up for periods of 21 years to improve the roads under their care and pay off the loans raised for the roads creation and maintenance by charging tolls

The Saltash Turnpike Trust was created in 1762 to turnpike the roads westwards from Plymouth on each side of the Saltash Passage across the River Tamar. Initially, most of the proposed new Saltash Trust Turnpike was in Cornwall, although more new roads on the Devon side were added later.

All the existing milestones set up by the Saltash Trust Turnpike are either in their original place or are very near where they should be; some have been slightly re-positioned over the years, as the road has been 'improved' or the stone has been moved to a safer position nearby.

Milestone 3 (Fig.5), which was thought to have been lost, was actually re-discovered whilst researching this article. Because the stone is grade II listed, English Heritage had recorded a grid reference position for the milestone. This prompted the author and Ian Thompson, the local Cornwall representative of the Milestone Association, to search for the stone, using a 'SatNav', which turned out to be extremely accurate - taking them to within one foot of the stone's location. Ian used a probing and cleaning tool to locate the milestone,

which had been buried and covered in vegetation, so for the first time in many years the milestone was exposed to public view.

In the garden wall of a cottage near Latchbrook Leat stream there is a Saltash Turnpike stone inscribed 'S T 1830' (with the later addition of a bench mark.) (Fig.9). It indicates that in 1830 the Turnpike Trust installed a culvert across the stream here.

In 1832 a private consortium, authorised by an act of parliament, purchased the ferry rights from the Saltash Corporation. This allowed the establishment of a steam-powered floating bridge ferry, self-propelled along two linked traction chains across the River Tamar at Saltash.

In 1833 a new turnpike act was passed, and a 'New Road' was built in Saltash. A portion of this New Road went from the ferry landing to Cutler's Corner (on 22nd March 1969 Saltash Borough Council renamed this portion 'Old Ferry Road'). From there, it continued along what is still 'New Road' to its junction with the then existing Turnpike at 'Boraton' (Burraton) Lane End in the parish of 'St Stephen's next Ash' (Saltash). From there the existing turnpikes went on towards Liskeard and Callington.

On Friday August 26th 1853 at 12 noon, the 'lettings' of the Saltash Turnpike Trust Toll Gates were auctioned: at the Green Dragon Hotel, Saltash. Tiddeford, Mora and Heskyn Hill Toll Gates, were let at £60 per annum. Almshouses, Borraton Lane End and South Pill Toll Gates at £70 per annum. Payment was to be made one month in advance.

Tolls were levied on anyone moving for 100 yards on the road, with non-payment subject to a fine of £5. Tolls were charged per day, not per journey, and paying at one gate cleared the way through others. The tolls for coaches, landaus, phaetons, caravans or hearses drawn by six or more horses or other beasts of draught were one shilling and sixpence; the same drawn by four horses cost one shilling; drawn by two horses, sixpence; or by only one horse, threepence. A horse without a carriage was twopence. One interesting rule was that if the rims of wheels were greater than nine inches, the tolls were halved: wide wheels did less damage to the road surface than narrow ones.

But one wonders at the level of income when the following vehicles were all exempt from paying tolls, being engaged in:

repairing the road;
farming activities;
carrying fuel;
going to places of worship or attending funerals;
carrying Royal Mail;
taking corn to mills;
going to and from elections, on the day, the day before and the day after;
carrying hay, straw or wood that had not been sold and was to be used for laying in houses, outhouses, yards or 'backsides' '(?)'
those engaged in the wool trade;
soldiers on the march;

The use of adjacent land to by-pass the toll gate was discouraged by making it an offence for landowner to allow their land to be used in this way.

In 1859 Saltash's 'Royal Albert Bridge' opened. Then the railway could take passengers and goods to and from Cornwall to anywhere in the country. Turnpike Trusts could not compete and one by one were either not renewed, 'wound up' or they folded.

The Saltash Turnpike Trust folded in 1877 and responsibility for the continuing repair and maintenance of the road fell on the local parishes. In 1889 Cornwall County Council came into being. A top priority of its Highways Committee was to take over the maintenance and running of the 'Main' roads from the Parishes. A condition laid down by Cornwall County Council was that prior to adoption of any 'main' road all the milestones were to be in place. Cornwall has the best collection of granite milestones in Britain.

All Saltash's milestones are generally Grade 2 listed by English Heritage, although the Culver / Coombe Road junction **B**oundary **S**altash **T**urnpike and the Latchbrook Leat **S T 1830** stones are not listed.

Fig. *1 (left) A granite stone carved with the initials **B S T** (**B**oundary **S**altash **T**urnpike) can still be seen at the junction of Culver Road (formerly Back Lane) and Coombe Road, Saltash. Back Lane was used by horse and carriages because Fore Street was too steep.*

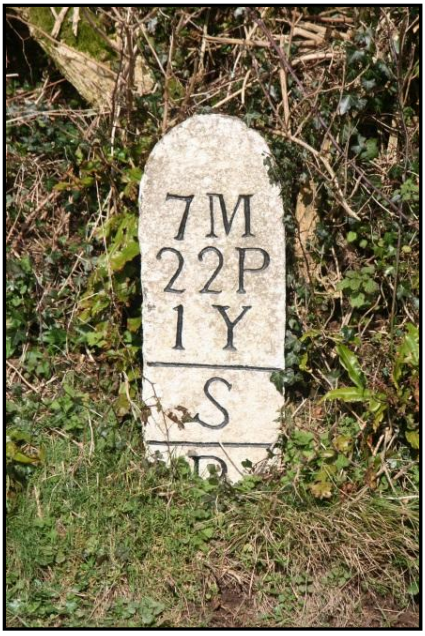


Fig. 2 (right) *At the Trerule Hillhead end of the Saltash Turnpike, stands this granite boundary stone inscribed '7M 22P 1Y S B'. It is in the hedge at what is now a junction of minor roads, about 200 metres from the Trerulefoot roundabout in the direction of Bake. The archway that was at the head of Fore or High Street in the Borough of Saltash is **7 M**iles, **22 P**oles and **1 Y**ard from here, the **S**altash Turnpike Trerule Hillhead **B**oundary.*

Fig.3 *The '1 mile to Saltash' milestone*

Fig.4 *The '2 miles to Saltash' milestone*

Fig.5 *The newly-discovered '3 miles to Saltash' milestone.*

Fig.6 *Milestone '4 miles to Saltash'*

Fig 7 *Milestone '5 miles to Saltash'. It is a bit of a puzzle why this stone uses a Roman character.*

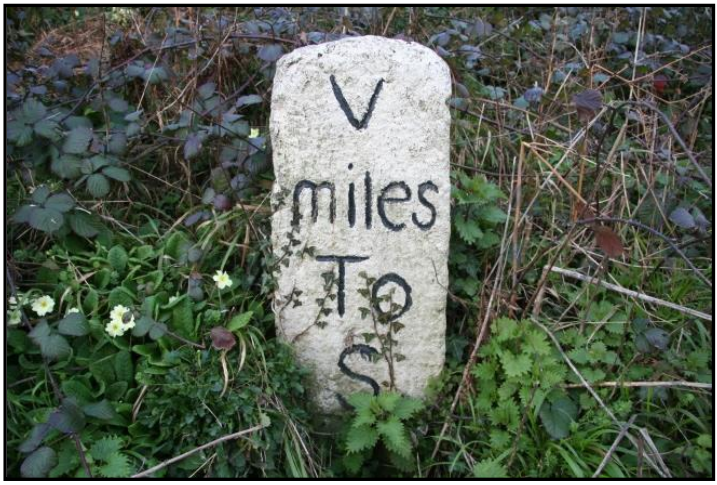


Fig.8 *Milestone '6 miles to Saltash'.*

Fig.9 *Saltash Turnpike stone inscribed:*
ST
1830
It is situated in the garden wall of a cottage near Latchbrook Leat

Fig.10 *Milestone marking '1 mile to Saltash (Ferry)' on the Callington Road*

Fig.11 *Milestone marking 2 ('II') miles to Saltash (Ferry)'on the Callington Road*

Fig.12. *Milestone marking '3 miles to Saltash (Ferry)' on the Callington Road No.3 ('III mile To S') lies very badly damaged, dangerously close to, and on a bend of the A388 road, along which vehicles drive at speed. This milestone has been damaged three times and repaired twice in recent years.*

Fig. 13 *Milestone 4 also shows the mileage to Callington*

All the Saltash milestones and Saltash Turnpike Trust Boundary stones still in existence and those that show a distance to Saltash were photographed on 24th February 2014. These photographs and other information regarding Saltash milestones, such as their positions, are all available at Saltash Heritage (see: www.saltash-heritage.org.uk/).

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The Milestone Society: www.milestonesociety.co.uk/
Plymouth Data:
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South Hooe Mine

Colin Buck

Introduction

This article draws on a detailed archaeological assessment survey and report undertaken by the author for Historic Environment Projects that was produced to inform and guide conservation and site management in connection with an Environmental Stewardship Agreement for South Hooe Mine on the Bere Peninsula (Buck, 2009). The present account omits some of the technical and management elements of the full survey and report.

The research involved consultation of historical documents, maps, plans and other published material. Field recording was based on a mixture of photography, annotated sketch and measured recording. In addition, detailed building surveys of the project area were undertaken by Team Surveys, St Austell.

Historical Background

South Hooe Mine is situated on the bank of a sharp loop of the River Tamar. It is sited on the western silver/lead lode on the Bere Peninsula, the southern section of which was worked by both South Hooe and North Hooe Mines (Ward Mine worked the northern end). The lodes on the peninsula were worked at surface from the late 13th to the late 15th centuries. Unsuccessful attempts to re-open the medieval mines in the three succeeding centuries perhaps suggest that the easily 'winnable' ore had long ago been removed. However, improvements in mining technology from the late 18th century onwards, particularly steam engine technology for the efficient pumping and draining of deep mines, meant that further investigation of the lodes could now be contemplated as a practical proposition. At South Hooe, the richest portion lay south of the mine site, under the Tamar.

Descriptions of the 19th century workings include the following:

'The mine was developed from Engine Shaft… sunk on the underlie (15° E.) to 250 fms. below adit (6 fms), with workings extending over a quarter of a mile S. of the river, but for only a short distance northward. Between the 23-fm. and the 85-fm.levels the lode is developed for about 70 fms. N. of Engine Shaft, and from the 95-fm. to the 175-fm. for about 30 fms. N., but below the 175-fm. there are no drives in this direction. The 23-fm. Level extends 140 fms. S. of the shaft, levels from the 38-fm. to the 135-fm. develop ground for the 360 fms.

S. and below this, down to the 215-fm. for over 400 fms. S., the longest being the 160-fm. and the 175-fm. levels which are about 470 fms. in length… The dumps contain some fragments of granular quartz but no fluorspar, though they may have been picked over for that mineral (Dines, 1956: 683).

'South Hooe worked one main silver-lead lode with much success. Most of the ground between the 23 to 190 fathom levels has been removed leaving a vast stoped out area measuring about 1,000 feet in depth and nearly 2,000 feet in length' (Rowe, 1983: 7).

Although South Hooe Mine was far more prosperous than its northern namesake, both were purchased by the Tamar Silver Lead Co. in 1835. The mine's acquisition was to ensure ore production until 1876, producing (as Tamar Consols) 326,300 oz of silver and over 9000 tons of lead, from its maximum depth of 260 fathoms (Fm). Between 1879 and 1882 nearly 800 tons of fluorspar was produced.

South Hooe was unusual in having an underground steam engine, sited at the bottom of a 1680 ft long, 25° incline, to aid winding of the ore. By 1842, there were seven steam engines (three pumping and three steam whims). The incline, underground steam engine, and the very extensive pattern of levels and shafts that were developed are vividly illustrated in Fig.1.

By 1852 over 200 people were employed at the mine, and nearly £44,000 had been paid out in dividends. In 1861 the mine was described as the deepest lead mine in England.

A single person, Percival Norton Johnson (PNJ) (McDonald, 1951), influenced the engineering and efficient production of ore from South Hooe Mine to a greater degree than anyone else, ensuring its success and survival for many years. He became a Fellow of the Royal Society, an eminent metallurgist (discoverer of the metal palladium), the owner of local mines and the two smelters at Weir Quay (Buck, 2008), the founder of Johnson Matthey and Co, and a local benefactor and philanthropist (Gallup, 1993).

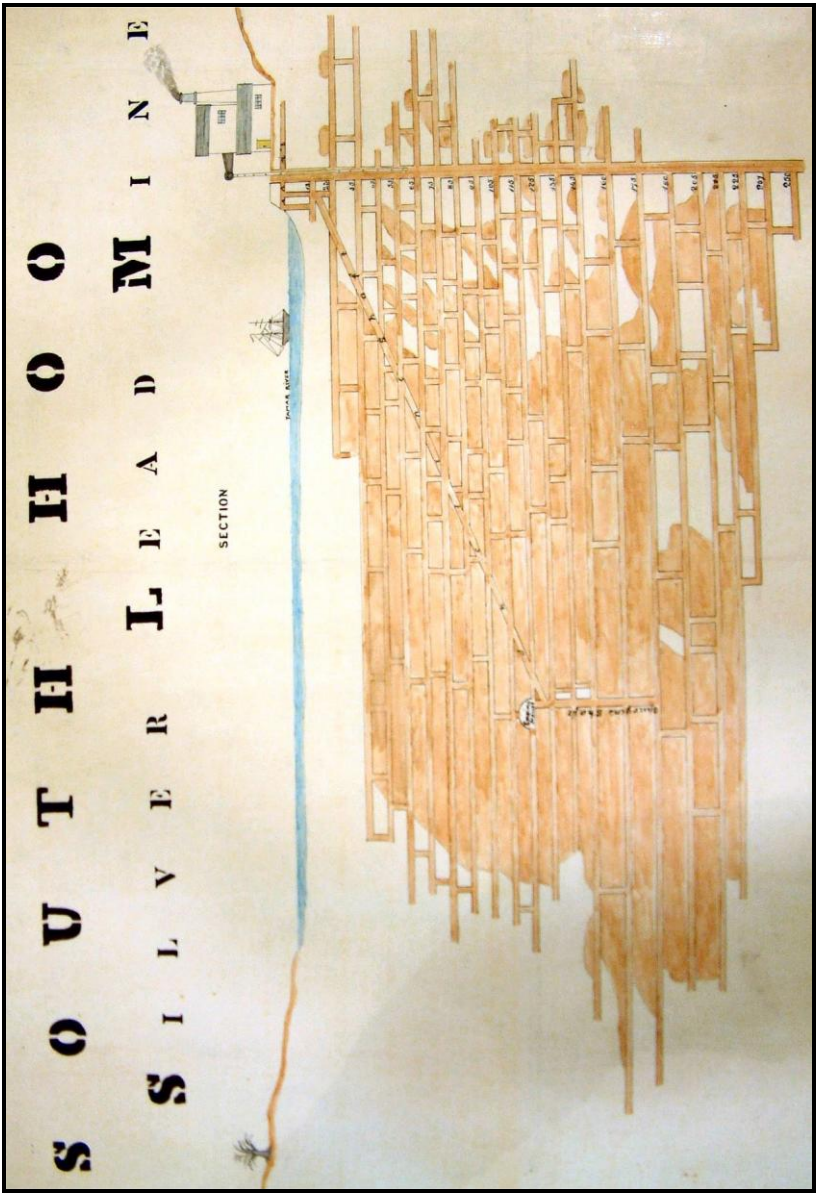

Fig 1. South Hooe Mine Section (1855) DRO R264A

South Hooe Mine: a Timeline

The following timeline details the history, fortunes and failures of South Hooe Mine, drawing on a variety of sources.

1784/5 South Hooe Mine was '*recorded as producing 6,500 oz of silver out of ore containing 140 oz of silver to the ton – one of the richest pockets of ore ever to be found in the district'* (Booker, 1971: 60).

1788 The workings were equipped with a 20" Boulton & Watt steam engine which continued in use until late 1791, when it caught fire (Jenkin, 2005).

1795 It was announced that 76,000 ounces of silver and 1,400 tons of lead ore had been returned from the mine in the previous seven years, realising a sum of £45,000 (Jenkin, 2005).

1809 *'Extensive preparations were made for opening the Beer Alston mines again, and the undertaking was divided into 3000 shares. It has been said, that some time after the last re-opening, 6000 ounces of silver were procured in six weeks. The mines are described as 110 fathom deep, and running under the Tamar... They have not answered to the adventurers, and the whole has been again abandoned except the mine called South Hooe'* (Lysons, 1822).

1811 Statement of Accounts from the South Hooe Mine Company noted dues of 1/20 paid to Viscount Valletort (Mount Edgcumbe), for workings in the 'Manor of Bereferris' and to the Duchy of Cornwall, for workings under the River Tamar and in Cornwall. From this year to 1817 the mine shipped 1135 tons of ore.

1820 South Hooe Mine shipped 291 tons from July to December. The silver content of the western lode was exceptional and occasionally ran as high as 180 oz while the lead (metal) content of the ore averaged 11 to 12 parts in 20 (Jenkins, 2005).

1833 A 'Report on South Hooe Silver Lead Mine, Beer Ferrers' (sic) in the Cornwall Record Office (CY/6766) made the following observations: *'This mine … was worked by the Beeralston Mining Company from 1811 to 1824 inclusive, with considerable success. The amount of profit cannot be stated; the accounts being blended with those of the Beeralston mines generally… The ores of South Hooe are far richer than any other known silver-lead ore,*

yielding from about 100 to 130 ounces of that metal in a ton of lead… The mine was worked principally under the River Tamar, and there being only one shaft, there was scarcely any circulation of air in the deep workings…In some parts of the mine the men could not work more than four or five days in the week, and in mild weather were frequently unable to work at all. … but when in 1824 mining labour became in great demand and was so highly paid generally, they began to desert the mine, and continued to do so until she was shut up at the commencement of the year 1825. The mine may be … adequately ventilated by attaching to the steam pumping engine a machine for drawing the exhausted air from the mine through suitable pipes.

The other mines of the Beeralston Company were unsuccessful, and in order to close their accounts, they sold the South Hooe Mine in September 1824 to Mr Geo. Bartly one of their directors… he accepted an advantageous offer made to him for the machinery etc… The ores were very badly cleaned…

The average quantity of ores sold during the last two years of the mine… was upwards of 42 tons per month…The rate of the Lord's dues is very moderate – 1/24 of the produce… The computations are: that the machinery may be erected and the mine brought into an effective and profitable state of working within 12 months from the commencement of the preparations, at an outlay of £5360; and that a return of 45 tons of ores per month … will become a profit at the rate of £1500 to £1600 a year…'. This report would have been the precursor for a more detailed underground mining report before a company was floated on the London Stock Exchange to work the mine.

1835 The western lode course formerly owned by South Tamar Consols' consisting of South Hooe (South Mine), North Hooe (North Mine) and Wheal Hancock (Hay Marsh), was acquired by the Tamar Silver Lead Mining Co, newly formed by PNJ (Director 1838-1854, Managing Director 1841-1855). The ore was presumably smelted at the Weir Quay smelter (Buck, 2013). PNJ immediately installed a system of fan ventilation in the mine, '*by which fumes from shot firing were sucked 200ft to the surface in 1 ½ minutes. The fan, worked at first intermittently by hand and later by a (12ft) water wheel, drew air through a wooden duct 4 ½ by 5 ½ inches which ran 280 fathoms into the mine'* (Booker, 1971: 61). The first steam capstan, designed and built by William West (working at Harveys of Hayle), was erected at South Hooe Mine.

1835 (September) A Counterpart Sett Lease for 21 years was granted to mine adventurers working on the southern extension of the known lode when it came under the Cornish side of the River Tamar in Clifton, Landulph (under the ownership of the Pentillie Estate). Permission was given when South Hooe Mine was drained to the 55 Fm level, to drive an adit and work seams of silver, tin and copper within 50 fathoms from the northern boundary of the sett adjacent to the River Tamar. Access to investigate the new seams from South Hooe was provided (Cornwall Record Office, CY/3805).

1836 A 21 year lease was signed between Ernest Augustus Edgcumbe, Viscount Valletort (landowner), Joseph Grout, Edward Wilkinson, Percival Norton Johnson, Peter Stainsby and Richard Thomas (the miners) for mining rights in South Hooe, North Hooe, Hewton, Drayton Wood and Hanging Cliffe Wood in Bere Alston. Dues were to be paid at 1/24 (Devon Record Office, 617/1). *'New South Hooe Mine - The champion lode of argentiferous galena, so long and profitably known as South Hooe Lode, has been recently cut at Tinnell* (Cornwall), *in a situation extremely advantageous to the adventurers. This makes the sixth ascertained lode, discovered in the company's sett, three running about north and south, and three about east and west'* (Exeter Flying Post, 10th March 1836).

1842 At the AGM, the Duchy asked that a condition of further leases was that the company be cost-book based. The company did this and was granted permission to work the lode adjoining Ward Mine at dues of 1/24 (Brookes, 1986). '*...the depth was 145 fathoms, with three pumping engines (50", 50", 43"), and three steam whims'* (Barton, 1964: 100). It is likely that one each of the pumping engines and steam whims were sited at South/North Hooe, and Wheal Hancock.

1843 As underground work progressed, it was necessary to drive longer and longer levels from the main shaft. To allow easy hauling (by a 14" engine), to improve ventilation and allow easier access to the deep workings, a 25° incline was driven between the 13 and 115 Fm Levels. Spurgin's Shaft was then sunk from the end of the incline at 690 ft below the river vertically down for a further 360 ft to what became its lowest level of 175 Fm (Fig.1). The mine purchased a 30" steam engine in September from Danescombe Mining Co., which had been using it for a small number of years (Buck, 2003). There is a reference to a 30" stamping engine at Tamar Consols (South Hooe), being auctioned in 1863, so it appears to have been used at this mine rather than either of the other two mines.

1844 By this date six German shaking tables for more efficient dressing and classifying of the ore were introduced by PNJ.

1845 To avoid the costs of exporting the lead-silver ores to other refineries to be smelted, ores from South Hooe were smelted at Weir Quay. The mine company purchased the works (which had existed since the 1830s), and substantially modified and re-equipped them (under PNJ's direction). The new Tamar Smelting Works soon became one of the leading centres for smelting lead and silver ores, from not only South West but also from a number of European countries (Buck, 2013).

Describing his suction fan ventilation, PNJ stated that *'prior to this the air was so bad that a candle could scarcely be kept alight for more than two minutes. Now, in traversing the levels the miners are compelled to hold their caps before them to prevent them from being blown out'* (Jenkin, 2005: 23). This year saw the highest production of silver lead ore: 1454 tons and 944 tons of lead ore.

1846 The mine was 145 Fm deep at the main shaft. The Incline Shaft was 18 Fm below the 95 Fm level. Surface machinery was valued at £20,000 included 70 heads of stamps (Brookes, 1986).

1847-1848 Dividends were deferred during these two years in order to conserve funds and to enable the mine to be opened properly (Brookes, 1986).

1850 It became obvious that the surface winder was not powerful enough, given the deepening incline and longer levels, so an underground winding engine (20hp) had to be installed in a large chamber for hauling up Spurgin's Shaft from the 175 to 115 Fm Level, to connect to the incline tramway, powered by a surface winding engine. The smoke from the engine was ducted to surface through old workings (Barton, 1964).

1851 **A**n excerpt from the Tavistock Times & Gazette (20th July) stated: *'For some time past the agents of the mine have prohibited men working in this 95 fathom level, although a portion of the smoke was carried up the incline by means of a pipe 18 inches in diameter. It appears, however, that on the 9th inst, it became known to some of the miners that there was a quantity of ore still unwrought in this chamber of the mine, and they accordingly applied for permission to work the 95 fathom level. The agent cautioned them that it was dangerous, because of the smoke; but they persisted… they continued*

their work for some hours, when they reported to the person who had contracted with them for the removal of the material, that they felt unwell from the effects of the smoke. The man to whom they made the report desired them to quit the level by way of the engine shaft… immediately he had issued these instructions, he effected his exit, although in consequence of the somnific influence of the carbonic acid gas, as soon as he had escaped to a higher level he fell asleep, and it was nearly two hours before he arrived at the surface. The men, however, to whom he gave advice, were not sufficiently wise to follow it, for instead of proceeding in the direction he had pointed out, they went in the opposite direction towards the inclined shaft; thus meeting the column of smoke, instead of rushing from it. When the petty contractor had reached the surface, he communicated the circumstances to the captains or agents of the mine, and having provided a relay of assistants, they descended the mine, and to their horror discovered that four of the unfortunate men were dead, and that one was so seriously affected, that unless prompt measures were resorted to he also would fall a victim. Accordingly he was immediately drawn up the incline and restorative measures were resorted to, which have issued in his restoration. The names of the unfortunate persons who thus met with an untimely death are, a man named Lockyer, aged 30; Henry Hopeful Down, aged 14; a man named Jackson, aged 20; and Richard Harry, aged 22. More than one of them left a wife and family to deplore their loss'.

1852 By this year *'over 200 people were employed on the mine, and nearly £44,000 had been paid out in dividends on an original outlay of only £12,000. There were seven steam engines on the property, one of them a 50" pumping engine with three boilers'* (Booker, 1971: 62). This year saw the highest production of silver: 40,200 ozs. Annual production for silver up to 1860 was over 35,330 ozs (Burt, Waite and Burnley, 1984).

1855 A special committee was appointed to investigate irregularities in the company's accounts. In February, holders of over 4,500 shares agreed to wind up the company and ordered the directors to resign, but they refused. A subsequent committee meeting passed resolutions to take proceedings in the Court of Chancery to wind up the company. This had the desired effect. The directors resigned and a new board was appointed. In March the new manager reported that a considerable outlay would be needed to repair the machinery and buildings at the South Mine. He suggested that if the engines and materials at North Hooe Mine and Wheal Hancock were sold, the proceeds could be partly used to achieve this. Accordingly, in the spring of 1855 the North Mine was stopped, while two new boilers were installed at the South Mine, as well as the introduction of chain instead of rope for hauling (Brookes, 1986).

1861-2 The mine was 215 Fm deep and employed 200 people (Brookes, 1986). *'South Hooe proved exceptionally rich down to the 260 fathom level … The bottom level of the mine eventually reached a distance of 940 yards southward from the main shaft on shore, posing considerable ventilation problems as well as great tramming and hauling costs'* (Barton,1964: 100).

1863 *'A meeting held in November resolved to wind up the company and to sell the mine and materials, which were put up for auction in London in December. The property was bought in at a reserve of £2500; it included a 50" pumping engine, 14" and 22" winding engines, a 30" stamping engine, two water wheels: 17' x 18" and 20' x 2'2", ten shaking tables, a 6' water wheel on the dressing floors, pumps etc…'* (Brookes, 1986).

1866 In May the 50" engine was put up for sale with three boilers. A meeting was held in April to liquidate the company.

1876 It was reported that since 1845, South Hooe Mine had *'produced 326,300 oz. of silver and over 9,000 tons of lead… making it easily the richest of the Tamar mines'* (Booker, 1971: 65).

1878 It appears that a new company was formed (possibly named Tamar Silver Mine), producing over 780 tons of fluorspar over the next four years, to a value of over £500 (Burt, Waite and Burnley, 1984). This total may well have also included ore from North Hooe Mine.

1880 South Hooe Mine changed ownership again and was renamed 'Tamar Silver Lead & Fluorspar Co.' (Burt, Waite and Burnley, 1984). Fluorspar was a common constituent of the Tamar lead lodes and at this date was sold chiefly to French buyers for glass making purposes (Barton, 1964).

1882 This is the final year for which there are records of mineral production.

1883 A contemporary Ordnance Survey map labelled the mine as 'South Hooe Mine (Silver & Lead disused)'. By this date, some buildings had gone, such as the stamps dressing floor buildings, dwelling houses, the grinder house and the pumping engine boiler house.

1950s Photographs of the area and mine in the possession of the current landowner indicate that the site had become overgrown, with collapsing mine buildings. The former mine office/store room had become a farm labourer's house for South Hooe Farm (named Warren Farm in the 1850s).

1976 The current landowner purchased the entire site. Subsequently, structural remediation works were undertaken to the main house and the

former counthouse, which was converted into bed and breakfast accommodation.

Site Inventory

A full inventory of South Hooe Mine is not attempted here, although this is available, together with site management recommendations, in Buck (2009). The inventory provides some details of key elements of the mine, which vary in terms of their current state of preservation and visibility. The significant building remains include the Pumping Engine House, the incline plane winding engine buildings, the incline plane winding engine Chimney, and a small (western) section of the Carpenters/Smithy shops. Both the Agent's House and Counthouse are extant but both have been extended and altered.

Most of the individual site elements appear on the annotated site plan (Fig.2), the original of which dates from around 1856. *As the labelling on this plan may be rather obscure, letter codes have been added to assist identification.*

Pumping Engine House and Boiler House A

The Pumping Engine House was probably erected in 1835/6 when the company first started. The mine section plan (Fig.1) shows a chimney at the rear of the engine house, which would have been pumping Engine Shaft and related mine levels to a depth of 250 Fm. However, as the mine became deeper, the original engine would have been unable to pump efficiently enough. Thus the 1855 changes appear to have included not only re-cylindering the engine but also another steam boiler (to total three), and construction of an extended flue to a new chimney on the hillside above. This would have created a powerful draw to remove the fumes from the boilers. The engine was put up for auction in 1866, with its three boilers, when the mine closed.

The engine house is partially extant, but the upper part of its rear (north) wall has collapsed. It was for years covered by a dense covering of ivy , which was removed to reveal a relatively stable and well preserved structure. The building is 9.5m long, 6.4m wide and 10.0m high.

The east and west elevations have doorways at ground level, the western side retaining its original timber lintel. In addition, another doorway is set into the back of the east wall, although the lintel has gone. Structural timbers across the plug door have also collapsed. Two granite stones, set on the bob wall, would have provided additional stability for the placement of the iron fulcrum

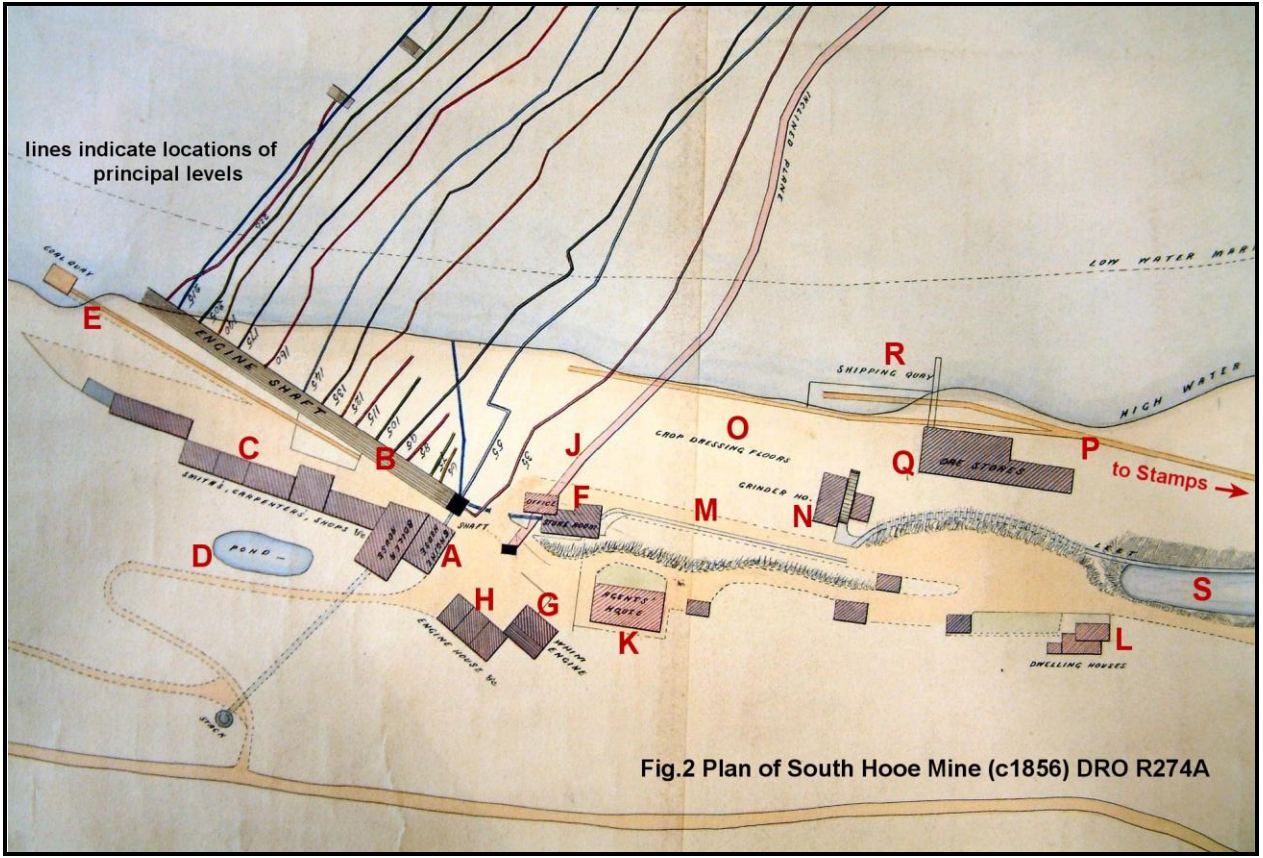

Fig.2 Plan of South Hooe Mine (c1856) DRO R274A

housing to locate the heavy 10 ton bob. Internally, many of the windows are splayed, with evidence of a number of joist holes and the steam pipe opening from the adjacent boiler house. The adjacent boiler house has virtually completely gone, as has also the boiler house chimney.

Engine Shaft B

The engine shaft is likely to date from the earlier 1800s, when the South Hooe Lode was first worked at depth. Until 1843, when Incline Shaft was sunk (Site J), this shaft would have been used for pumping, access and winding the ore up to surface. However after 1843, Incline Shaft would have been the main route for winding up the ore and also probably access. Engine Shaft would thereafter have been used for primarily pumping out the deep working levels.

Figs 1 and 2 show the shaft in section and plan respectively. It was sunk to a final depth of 250 Fm (1500 feet). There was a rising main within the shaft and water was pumped to surface and drained either via a surface leat down to the Tamar (or perhaps via the shallow adit at around the 8 Fm depth), or into the Incline Shaft.

The shaft, choked at surface and sited in front of the bob wall, was presumably covered at surface. However, it now has two sections of iron grilles over its surface, which appears to have subsided a little.

Smithy / Carpenter's buildings C

A line of buildings extended eastwards from the boiler house (labelled 'Smith's, Carpenter's, Shops etc' on Fig. 2). This design may have utilised steam power from the adjacent boiler house to provide power for the Carpenter's shop.

The linear site was created by using the 'cut and fill' technique, creating a flat section of ground from south facing sloping ground. The rear wall of the buildings appears to have acted as a retaining wall. However, the only visible evidence for remains of this range of buildings now is a 6.0m section of rear vertical walling (1.6m high) at the west end, close to the vertical rock cut of the boiler house.

Reservoir Pond D

This rectangular feature is shown on Fig. 2 above the Smithy / Carpenter's buildings. It provided water for the boilers to heat to steam pressure the steam

cylinder in the pumping and winding engine houses. It would have been fed by leats (probably from the east).

The feature is approximately 25.0m from west to east and 8.0m from north to south. The ground has been excavated to form a flat area, the boundaries of which have been formed by stone and earth – prior (originally) to clay being brought in to form the base.

Coal Quay and Coal Tramway E

Given the amount of coal that would have been consumed by the four steam engines, smithy, houses etc and the site's proximity to the River Tamar, it was entirely appropriate that the mine would have its own Coal Quay. It is likely that this quay was of a similar design to the much larger Shipping Quay (Site R) i.e. vertical timber posts set in the foreshore upon which horizontal timbers were set to form the quay surface.

The coal tramway linked directly to the quay. The hillside was excavated to form a path upon which the tramway was built. The coal would have been unloaded from barges or perhaps larger vessels onto the quay, and then transported via the tramway, possibly powered by a small single cylinder steam engine sited at its western end (*pers. comm*., Ken Brown), up the incline to be deposited on a rectangular area for distribution to the various boiler house coal stores. However, coal for the Stamps Engine was probably taken via the Shipping Quay (Site R), and Shipping Tramway (Site P).

Store Room / Counthouse and Office / Counthouse F

The building labelled on Fig 2 as the 'Store Room' is close to the top of the Inclined Plane Shaft, but more importantly is next to a tramline that runs from this site to the top of the Grinder House (Site N). This indicates that the exit point of ore from the Inclined Plane Shaft may have been next to or in the 'Store Room'. The Inclined Plane Shaft would have contained tramlines up which the ore kibbles were hauled by the winding engine. The kibbles would have been transferred to the tramway from this building to the Grinder House. A surface leat from the Engine Shaft rising main goes into this building (or perhaps the Incline Shaft) via a small surface tunnel. A rectangular shaped office building is also shown on Fig 2. This building has been interpreted as being the mine's Counthouse. It now functions as self-catering holiday accommodation.

Winding Engine House G

The construction of the winding engine house ('whim engine') is likely to have been contemporary with that of the pumping engine. A vertical depth of approximately 4.0m of rock (for a length of approximately 20.0m), was cut to site the steam winder engine to wind ore from Engine Shaft. This suggests that the shaft was already in use before the 1835 formation of the new mining company.

When the incline plane shaft (site J) was constructed, it appears that the steam engine was not re-sited. Rather, the winding rope was probably just turned 90º to go down the new incline plane or alternatively linked to the **Buildings at Site H**, the eastern section of which may have housed a whim cage or winding drum powered by flat rods from the steam winder. In fact, the function of these three equally sized rectangular buildings (labelled 'Engine House etc' on Fig. 2) is puzzling. The other two parts may have been used as a coal house/winding rope/chain stores or perhaps a miners' dry. The mode of hauling kibbles up the tramway was changed from rope to chains in 1855.

Incline Plane Shaft J

The incline plane shaft was sunk in 1843 to provide a more efficient means of hauling ore, providing more effective ventilation and easier access to the deep lodes under the River Tamar. There is likely to have been one if not two tramroads set in the 25º incline for hauling the ore. However, after seven years, it was obvious that another steam engine was necessary to lift ore up a winze (or underground shaft) from the workings, to the start of the incline.

It was sunk to a final depth of 125 Fm and extended not far from the Cornish riverbank. The course of the incline shaft is partly shown on Fig. 2, and can be seen in section in Fig.1. The original dimensions of the shaft appear to be approximately half those of Engine Shaft.

Agent's House K

A large square rectangular building is labelled as the 'Agent's House' on Fig. 2. The date is uncertain but it may well have been built in the 1830s. If Fig. 2 is correct, then this appears to have been the main domicile of the mine's main agent. The following agents are listed by Brookes (1986): Captain R. Trelease (1837), Captain James Sprague (1841-51) and Captain Thomas Foote (1857). The latter two were also mine managers/captains. It is quite possible therefore that they lived in this house.

Former dwelling houses L

There appears to have been at least two 'dwelling houses', with what appears to be an outside toilet for both attached to the side of the rear house. Presumably these houses were originally built for mine employees, possibly the Engine House Captains (of which there would have been three – one each for the steam pumping engine, the winding engine and the stamps engine).

Ore Tramway M

The Ore Tramway is shown on Fig. 2 extending from a possible lower opening of the Incline Shaft and Store Room to a point above the Grinder House (site N). A small retaining wall appears to have been built above the site to form a flat base upon which a tramway was built, running next to this retaining wall.

Grinder House N

Ore kibbles would have been unloaded from the short ore tramway, and (depending on size), would have been fed onto the top of the ore grinder, or deposited at the Crop Dressing Floors (site O) for initial breaking down and sorting with hammers by women, boys and men. As can be seen in Fig 2, the Grinder House was powered by a water wheel, fed by a leat which entered the mine from the west (from north of North Hooe mine via North Hooe Farm). The ore was crushed to a pea size. The steel shells of the grinder would have been located on the east side of the building. The crushed ore would then have been placed on ore kibbles and taken down to the Shipping / Stamps tramway (site P), and then to the Stamps Dressing Floor (not shown on Fig. 2). There is now no surface evidence for the Grinder House, which was presumably constructed mainly of timber.

Crop Dressing Floors O

Larger lumps of lead ore were manually broken up on the Crop Dressing Floors before transfer to the grinder. Typically, such work was conducted in the open air, although often there was a roofed timber framework to allow work under cover. Presumably, ore which did not need to be further crushed/ground through the Grinder House was placed on ore kibbles and taken up the tramway (Site P), to the Stamps Dressing Floor.

Shipping / Stamps Tramway P

Fig. 2 shows the Shipping/Stamps Tramway running below the Crop Dressing Floors and Grinder, past the Ore Store (Site Q) to the Stamps Dressing Floors and the Stamps Engine (neither of which appear on Fig 2). This horse-drawn tramway took ore for further dressing to the stamps, and after processing, from the stamps back to the Ore Store, ready for shipment from the Shipping Quay (Site R).

There is now little surface evidence for the ore tramway. In some places the edge of the tramway site has collapsed onto the foreshore (or been eroded). However, it can be seen in a few places in the wooded area close to the Ore Stores, and as it goes uphill through the wood towards the Stamps site.

Ore Store Q

Labelled as 'Ore Stores' on Fig.2, presumably the building functioned to store silver / lead ore, prior to barge shipment to Weir Quay for smelting. However, this does seem to be a large building just for ore storage. The site has been partially cut into the steep valley sides to form a flattish platform upon which the building was sited. It appears to have been built of masonry walls, as in places these are visible. There is a section of masonry (interior face) walling of the northern side for a length of approximately 10.0m and a maximum height of 1.9m in places.

Shipping Quay R

Given the amount of silver / lead ore produced by this mine, and its proximity to the River Tamar, it was entirely appropriate that the mine would have its own shipping quay. This appears to have taken the form of a timber-floored quay founded on vertical timber posts, running parallel to the foreshore, and accessed via the tramway, or alternatively simply a raised section of tramway on the foreshore above the high tide mark. It is presumed that the two lines shown extending from the Ore Store towards the Tamar is a line of posts that either supported a timber overhead support for an inclined tramway / conveyor or walkway to transport ore/items directly into/from ships, or was simply a line of mooring posts.

There is little surviving evidence for a timber quay. However, at least six rotting vertical timber posts that may have supported the Shipping Quay were found at the west end of the former quay site, each approximately 0.4m to 0.6m in height. Alternatively, these may have been part of the two lines shown

on Fig. 2 and described above. The archaeological evidence is very similar to that of the Coal Quay (Site E). There are the remains of a low revetment surface at the base of the inclined scarp tramway on the upper (higher) edge of the river foreshore. This is approximately 50.0m long, and formed by stones placed on edge on its south side, approximately 0.2- 0.5m above foreshore level. Presumably this platform sited the tramline on the foreshore (above high tide level), as part of a stone quay.

Stamps Reservoir Pond S

This linear shaped feature provided water for both the Stamps steam engine boiler and for the Dressing Floor. It was fed by the same leat as fed the Grinder House (Site N).

The Stamping and Dressing Floors of the mine were not assessed during the field research and are beyond the limits of Fig.2. However, as part of the context for the study area, these sites are outlined below.

Stamps Dressing Floor

This site consisted of a number of long rectangular buildings in which the ore was 'dressed' to remove unwanted impurities, using a variety of techniques of stamping and shaking (e.g. shaking tables), powered by the nearby steam engine. After it had been processed, the ore was taken by the tramway down to the Ore Store, ready for shipment via the Shipping Quay to Weir Quay for smelting (Buck, 2009).

Stamps Engine, and Stamp Engine Boiler and Chimney

The engine powering the stamps probably had a 30" cylinder that was installed in 1842 from Danescombe Mine, near Calstock. Four years later the site was described as having 70 heads of stamps. These can be seen either side of the loadings which were in front of the engine house. The boiler house was in a long rectangular building on the north side of the engine house, with the chimney detached on its east side.

Conclusion

Although South Hooe was a relatively small mine, it had a long history and deep, extensive underground workings. The continued presence of remnants of the former mine buildings and an extant engine house, reflect a period when massive market demand for metallic ores to feed the industrial revolution

profoundly affected the landscape of the Tamar Valley. Building remains within the site demonstrate a coherent 19th century steam-powered mine complex and its range of related components. The main site assets are the remains of the early steam pumping engine house, and nearby winding engine boiler house and chimney remnant, the pumping mine shaft and site of the incline shaft. However perhaps the most significant parts of the site are not visible; namely the long incline and site of the underground steam engine, both deep under the River Tamar, and flooded for over 120 years.

In terms of the wider context of the study area and its historic land use, South Hooe Mine is the longest working, has the best preserved remains and was the most successful and significant 19th century silver-lead mine in this part of the Tamar Valley. Its development and expansion has had a significant impact upon the landscape of the Hooe peninsula. The site makes an important contribution to the Cornwall and West Devon World Heritage Site (Area 10), as the most important extant remains of a lead silver mine in the district.

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Helliers, Hoopes and Barbary Pirates: exploring the Bere Ferrers parish Churchwardens' accounts

Clive Charlton

This article explores payments recorded in the churchwardens' accounts for the peninsular parish of Bere Ferrers in the 17th and 18th centuries. The original documents are archived in the Devon Heritage Centre in Exeter. However, the evidence used here has been drawn from material produced by the late Robin Gallup from transcripts made by the Rev. F. Wintle in the early 20th century.

Aside from names in the parish registers, we have few details of rural people and their lives before the emergence of censuses, local newspapers or other documents, so the churchwardens' accounts are especially valuable. The records used here offer fascinating glimpses of the matters that concerned the local church administrators and their Bere Ferrers parishioners during two periods, 1601-1654 and 1728-1794.

The central role of churchwardens was (and still is) to act as guardians of the Church building, its contents and the churchyard, as well as other Church property. They were primarily responsible for collecting and disbursing funds for the protection, maintenance and enhancement of the Church fabric (Borthwick Institute for Archives, 2006). However, in the past, the churchwardens' remit was much wider; they were effectively the 'local government', so the parochial budget was remarkably diverse. While many entries in the accounts are short and mundane ('washing the surplices' appears regularly), others are singular and surprising in their focus and scope, sometimes reaching out far beyond the confines of the Tamar and Tavy, to reflect national or even international affairs.

There is enough detail in the records to hint at the concerns, priorities and perhaps even the emotions of the parochial managers and their parishioners in the 17th and 18th centuries. But of course there are also many 'gaps' and silences, which makes the accounts all the more intriguing. It is left to us to imagine and ponder what Bere Ferrers and its church looked like then and, especially, the faces, characters, conversations and concerns of those vanished generations. What debates, arguments and agreements lay behind such humble items as "repairs to the sidesmen's pews in the church, being ready to fall"?

St.Andrews Church, Bere Ferrers, 2010

Maintenance and Improvement of St.Andrews Church

Throughout both periods considered here, expenditure on the church and its fittings was the dominant focus for payments, as would be expected. There were constant demands for repairs inside and out, only a few of which can be included here. In 1602, funds were allocated for "Leading for glass and mending faults in the church windows". Had there been particular urgency in the job in 1633 that led to payment for "candles for the joiners to work by night"? In 1634 and 1635, repairs to the tower of St.Andrews church incurred a bill for £63. The relatively slender tower was constructed of local slate stone, which is less resilient than the granite in many West Devon churches, so periodic re-rendering has been essential to resist deterioration. Hence in 1741, a bargeman was paid "...for casting sand for rough cast". It is unclear what led to the purchase in 1733 of "reed and labour in stopping of breach on ye Church" . In 1753, Nicholas Knight had presented his bill for "nails and brads for repairing the singing seats & other smithy work", while in 1767 further

roof repairs must have been needed, as payment for "hellier's work" appears ('helliers' were slaters or tilers). Between 1774 and 1776, there was a major project to renew the bells, with a replacement set cast by Penningtons of Stoke Climsland, which required "ringing out of new bells agreeable to the custom of other parishes". Basic 'groundwork' was also necessary, such as "putting brimbles on the churchyard wall to keep out the sheep" in 1607. The scenes of emergency shepherding that preceded this event can only be imagined. However, by 1642, "cutting of the brambles in the churchyard "was listed - so the planting 35 years earlier had clearly been effective!

There were frequent small payments for keeping the church fittings in good condition, for example (and note the evident gender division of labour): "Pd Ruth Palmer for materials mending the pulpit cushion and surplice" (1751), , "Pd Kate Palmer for mending the black cloth & simple crepe for the bier" (1756) and "Pd Ruth Salmon for the stuff & mending the cushions of the Communion Table as per bill" (1769). But there were also many improvements to the church interior, for example: "Pd to the painter for making the Commandments and the rest of the sentences in the church" (1635), "Pd Mr Sion for a superfine folio Common Prayer Book & carriage from Exon" (1756), and in 1771 "velvet for the pew" (1771).

Music

The later Georgian era was the golden age of church musicians, as personified by Thomas Hardy's 'Mellstock Quire' in 'Under the Greenwood Tree". The Bere Ferrers accounts for the later 18th century frequently refer to payments for the maintenance of the instruments played by the church band. They would have performed on the gallery that was erected at the back of St.Andrew's in 1783 at the expense of John, Earl of Buckinghamshire, of Blickling Hall in Norfolk, who owned most of the Bere Peninsula at that date. Musical investments at this time included a "bridge for the bass", "new strings for the bass viol and violincello" and in 1787, payment to John Williams for reeds for the 'hautboy' (forerunner of the oboe). There was further outlay to "Miss Jane Stephens for candles for the singers" and to Mr Bennett "for instructing the singers". Such musical education had precedent in Bere Ferrers, for in 1728 John Smith was rewarded "for perfecting ye parishioners in singing as per

consent of ye major part of ye parish". Was this John Smith some Gareth Malone, inspiring the locals to choral magnificence, or had the congregation's performances got so dire that drastic measures were needed?

Military Matters

Back in the earlier 17th century, parishes faced more militaristic demands on their funds; churchwardens were responsible for organising local defence forces – the 'militias'. Their duties included arranging for those serving in the parish militia to assemble occasionally for 'musters' and training, and also to acquire and maintain suitable weapons. In 1612, 11 shillings and 4 pence were paid to the 'muster master' who trained 22 men from Bere Ferrers in Tavistock. A similar amount was paid the following year for a "new pike that the parish wanted to furnish the trained soldiers when they were to appear before the Captain and Muster Master". The parish also had armour; in 1603 John Wroe was paid two shillings for "standing the parish armour the last year in his house". However, there is scant reference to the *real* fighting that afflicted the area during the long siege of Parliamentary Plymouth by the Royalists in the Civil War. In 1642 and 1643, payments (bribes?) were made for "keeping of sick soldiers out of the parish". Then in 1650, there is a terse: "Pd for putting down the Kings Arms in the church" - perhaps a rather delayed acceptance of the Cromwellian interlude. Yet the often vicious fighting and raiding between 1642 and 1645 must surely have brought much fear, suspicion and deprivation, even to the relatively isolated Bere Peninsula.

Charity

Among the most intriguing and surprising entries in the accounts are the charitable payments, directed not only to local needs but also to affairs that were far beyond the banks of the Tavy. Although sometimes frustratingly cryptic, we are offered hints that local residents had values, perceptions and emotions that are not simply those of an imagined 'barbaric past' but were sometimes not so very distant from our own. Of course, parishes had legal responsibility for catering for the poor, but surely also humanity, sympathy and initiative lay behind the responses to the less fortunate. As early as 1602, two shillings were "given to a poor man being hurted and licensed to beg....to

travel to the Bath for a remedy". Then in 1607, there is an unusually detailed record of the transfer from Bere Ferrers of a "sick woman into the Maudlyn house" at Plympton that almost parallels a modern social work case. Money was found for the expenses of the two 'sidemen' that rode to Plympton to organise the woman' s 'placement' , "the hire of a horse to carry her things and herself to Plympton with one body's labour that travelled thither there withal", plus a bed, blankets, coverlet, bolster, a 'new crock', 'porringer' (bowl) and saucer for her to use.

However, events in the wider world also attracted donations. Long before modern 'disaster appeals', England had a highly organised system of 'briefs' that publicised cases of distress. These were printed documents that were widely distributed in the hope of attracting alms from around the country (Pounds, 2000). The churchwardens' accounts for 1729 record modest payments from Bere Ferrers "to them that suffered in ye overflowing of water in Kent" and "to them that suffered by fire in Somerset". There were also contributions to ransoms for individuals who had been taken into slavery in North Africa, victims of the notorious 'Barbary pirates' (often described as 'Turks'). Thus also in 1729, the parish "gave to five poor sailors taken in Turkey". Earlier, in the reign of Charles I, there were payments in support of "two Irishmen that had been taken with the Turks and were going from Ireland to London having a pass" and for "the redeeming of one John Skinerd of Maker being taken by the Turks". But occasionally, there are glimpses of less benevolent actions, such as "Pd for tithing men for sending away of Irish people" in 1631 or "food for prisoners and taking them to Exeter gaol" in 1611.

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Celebrations

That Bere Ferrers residents were aware of distant affairs is also evident from the payments for celebrations, notably special performances by the church bell ringers. In 1609, the churchwardens "bestowed upon them Ringers to drink the Corination Day" (i.e. that of James I). Over 150 years later, ringers'were paid to mark the coronation of George III and the birth of the Prince of Wales. In 1786, payment was made for a "form of prayer for the providential preservation of His Majesty" when George III escaped an assassination

attempt by Margaret Nicholson (she spent the rest of her life locked up in the Bethlem Hospital in London). Military victories also warranted extra bell ringing, including "when ye rebels were defeated" in 1745 – the 'rebels' being Bonnie Prince Charlie's Jacobites. On this occasion "more was expended at Phillipa Williams" - but who was she and how did she earn such 'expenditure'? Ringers' celebratory thirsts were also quenched following Admiral Rodney's naval victory over the French at the 'Battle of the Saintes' (in the Caribbean) in 1782, and that of Admiral Howe at the 'Battle of the Glorious First of June' in 1794. But what did parishioners at large know of such stirring events and how did they understand and perceive them?

Vermin and other animals

'Warfare' of a more mundane and local nature also attracted regular payments – for killing of 'vermin' in the parish. Bounties were paid for the destruction of an alarmingly wide range of animals and birds that were considered, rightly or wrongly, to be harmful, especially by farmers and gardeners (Brushfield (1897). Thus "two parishioners that have killed and destroyed some 2 or 3 dozen of those noisome birds called hoopes this year" were rewarded for their efforts in 1607. 'Hoopes' were bullfinches, targeted for their attacks on flower buds on fruit bushes and trees. In 1641, there were rewards for the killing of 'greys' (i.e. badgers) and as late as 1787, a 'martin'. Non-lethal animal control also featured. Stray dogs in the church were an enduring problem: "Pd for whipping the dogs out of the church" (1652) and in 1728, "Pd to the sexton for keeping ye dogs out of the church". Such mundane little phrases conjure the detail of long-vanished everyday lives and preoccupations. Were attitudes to dogs in public places as contested as they are today?

And finally...

But to conclude, some items that show the breadth of affairs that feature in the accounts. What scenario could we conjure from, in 1607, "paid two men to help row with the accountants down with the lead from Stonehouse to Plymouth the wind being very high and rough seas"? Then there were the outlays on 'hospitality': "for the minister's dinner at archdeacon's visitation" in 1608, "13/6d paid for dinners for wardens and sidesmen" when the Archbishop visited Plymouth in 1634 and the regular "bottle of wine for ye

Dean rural" in the 18th century. Finally, this entry appears in 1771, "Pd the mason for his journey expenses abt coming to view the intended bridge at Chucks Ford". But this consultancy job was in vain. Although proposals for such a road crossing reappeared in the 20th century, that stretch of the Tavy below Maristow remains remote and tranquil – and commuters from the Bere Peninsula to Plymouth still endure (or enjoy) the late medieval route via Denham Bridge!

There is insufficient space here to do proper justice to the wealth of items in the Bere Ferrers churchwardens' accounts. For those parochial officials, armed with quill and ink and candle, record-keeping was probably just a bureaucratic chore. Or did they also sense they were writing for posterity – giving little lights on the past to some unimaginable future, and to pose so many tantalising questions for the curious searcher after local history?

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Meetings of Friends of the Tamar Valley - 2012 and 2013

Helen Wilson

In last year's *Tamar* there was insufficient room to allow for the usual round-up of the meetings of the Friends. The committee feels that this record is important as an archive of our activities and so the programme for 2012 is included with this one for 2013.

In January 2012 we welcomed Mark Camp for an entertaining talk about Bodmin Moor and the many myths, legends and stories associated with it. During the talk we visited Minions, The Hurlers, Golitha Falls, St Neot and finally Jamaica Inn, with its stories of pirates and smuggling.

A familiar face to many came to talk in February 2012. Will Stirling, who was a boat builder at Morwellham, had a dream for many years of sailing to Svalbard, which he realised in 2009 and again in 2010. The difficulties encountered were rewarded with sightings of polar bears, whales, walrus and puffins, and magnificent scenery.

Dr Ann Pulsford of the Marine Biological Association, in her talk in March 2012 entitled 'Sea Slugs, Snails and Puppydog's Tales', informed us that there are over 30 species of slug in the UK, only four of which are found in our gardens. We also learned that of the 62,000 species of sea snails, several were used in antiquity to produce Tyrian or royal purple.

After the AGM, the walled garden on the Maristow estate on the River Tavy was the subject of our April 2012 talk. Jenny Tunley Price discovered the 'lost' garden in 2004 and resolved to restore it to some of its former glory. She began in 2009 using the gardens as a community project, involving volunteers and young unemployed. We looked forward to visiting the garden later in the year.

The following day Jane Kiely led a walk to Clitters Mine. We started in dry weather at Gunnislake and had a lovely walk along the Tamar to Newbridge and on to the first engine house. From there the weather worsened but despite the rain, thunder and lightning, it was a great morning out.

In May 2012 we were treated to a talk by Sue Andrew on ‘The Three Hares, from China to Cotehele’. The three hares, running in a circle and joined by three ears in a triangle, giving each hare two ears, is commonly thought of as a tinners’ symbol. Sue’s research found that the trail of the Three Hares leads across Europe to China and is found in Christian, Buddhist, Islamic and Jewish iconography.

July 2012 saw the beginning of our summer visits, the first being to the Maristow Walled Garden. Jenny Tunley Price told us that for over 100 years the garden provided all the fruit, vegetables and cut flowers for Maristow House. Although Jenny and her team had undertaken an enormous amount of work to clear the garden, there is still a long way to go.

In early August 2012, a small group of Friends visited the Churchtown Farm Nature Reserve. The land is leased to Cornwall Wildlife Trust by the Antony estate and over the last few years intensively farmed arable land has been turned into a wildlife haven. We thoroughly enjoyed the stunning views out over the Lynher towards Antony House.

September 2012 saw us back at the Centre for the first talk of the season from Dr Patrick O’Sullivan on Devon Great Consols and William Morris. His talk has been adapted into a two part article asking the question of whether William Morris was an environmentalist or a hypocrite in his role as a beneficiary of revenues from arsenic production at Devon Great Consols. This appeared in Tamar 2012 and Tamar 2013.

In October 2012 Joe Lawrence from the National Trust presented the work of Amy Netley, a PhD student who had modelled flooding potential at Cotehele Quay. Following a short film demonstrating a series of potential flooding scenarios, Joe and Jane Kiely led a discussion on the problems and the wider implications of increased flooding in the Tamar Valley.

In the gloom of a November 2012 evening the Friends enjoyed a virtual walk with ‘Turner in the Tamar Valley’, courtesy of Dorothy Kirk and Diana Cook. They showed an excellent example of his work in ‘Crossing the Brook’, in which there are numerous recognisable features, such as Gunnislake

Newbridge, the Caledonia granary and on the hillside waterwheels, stamps and engine houses.

The last talk of 2012 was from Terry Faull on 'The Holy Wells of Devon and Cornwall'. These wells were often built in spectacular places with a tradition of healing and divination, where there was a natural spring. There are several in the Tamar valley, including the one at Dupath Well, built in about 1510.

We began 2013 with a talk from Tom Greeves on the link between Tavistock Abbey and the Isles of Scilly dating back to 1120. A priory was established on Tresco where the Abbey Gardens are now and monks would travel there from Tavistock via Morwellham and round the coast. Tom described the many archaeological remains, some of which relate to the presence of the monks of Tavistock.

In early February 2013 the Friends heard from Peter Kent of Cornwall Wildlife Trust, who told us about the five nature reserves they manages in SE Cornwall. These include Churchtown Farm at Saltash, Penlee Battery on the Rame Peninsula, Armstrong Wood near Trebullett, Sylvia's Meadow at St Anne's Chapel and the 100 hectares of mudflats that make up the Tamar Estuary Reserve.

Paul Rendell was the speaker in March 2013. He gave us an inside story of the filming of 'The War Horse' on Dartmoor, when 200 local people became extras and Ditsworthy Warren was given a thatched roof for the duration. Steven Spielberg fell in love with Dartmoor and made it the star of the film.

After the 2013 AGM, we heard from Nikki Campbell about 'Drink and Abstinence in Calstock Parish'. This was a fascinating talk in which we learnt how many of the old pubs and inns still survive but that some are now farms or houses. Drunkenness and vice abounded in the early nineteenth century, giving rise to the Temperance movements, often associated with the Methodists.

The talk in May 2013 was from John Parsons. He related the history of industrial activity in the Forder Valley. There were many mills - tide mills, pond mills and windmills, used for the production of flour or for the fulling of cloth. Several quarries operated producing elvan stone that was transported by

tramways. The once industrial Valley has now reverted to a quiet rural backwater.

The first event of the summer in June 2013 was a guided walk around Bere Ferrers with Clive Charlton. We started at the station, walked down the hill towards the village, past the war memorial and down to the causeway, all the while learning about the interesting history of the village. We finished at the church, mostly rebuilt by William de Ferrers in about 1243.

In July 2013 we ventured into Plymouth to visit the Royal Citadel. This proved to be a thrilling adventure on a fine summer's day. We were not allowed to take photographs inside but we were spoilt for choice in the stunning views around the Sound and beyond. After walking all the way round the ramparts, we were only too glad to sit down inside the cool Royal Chapel.

We were not so lucky with the weather on a circular walk in August 2013 from Cargreen to Landulph and back. It began well and we reached Landulph church and Kingsmill Lake and were on our way back when the heavens opened and thunder and lightning began. Despite the appalling weather we enjoyed much of it and several people repaired to the Cardinals at Hatt afterwards for supper.

In September 2013 Helen Wilson gave a presentation on the life and work of Violet Pinwill, an ecclesiastical woodcarver based in Ermington and then Plymouth. Her work is to be found in over 180 churches across Devon and Cornwall, including many notable pieces in the Tamar Valley.

In early October we heard from Francis Howard, who lives in Weir Cottage, Weir Quay. Not long after she moved in she was told she owned 'Lady Harriet's Garden'. This sent Francis on a voyage of discovery on the pioneers of plant collecting and the rare trees that they brought back to Kew. Later in the month, we were treated to a guided tour of the garden to see some rare and beautiful trees.

Irene and Gerald Williamson came in November to present their postcards and other illustrations of horses and carriages from all over Devon and Cornwall. The coach routes through the Tamar Valley often entailed the use of extra

horses, such as at Callington and Gunnislake New Bridges, to ascend the steep hills.

The last talk of the year was from Corinna Woodall, Manager of the Tamar Valley AONB . After a brief history of the AONB, designated in 1995, we heard about past and present projects and were given a preview of the Management Plan for 2014-2019.

The Friends would like to thank all those who have contributed to our programme. We endeavour to present a varied and interesting range of talks and walks, which we could not do without the help of our speakers.

The Friends of the Tamar Valley

Meetings are held usually on the first Friday of every month at 7.30 pm at the Tamar Valley A.O.N.B. Centre, Drakewalls, Gunnislake, Cornwall.

Visits and walks are arranged for the summer months. The full programme of meetings is published in the Friends' Newsletter.

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