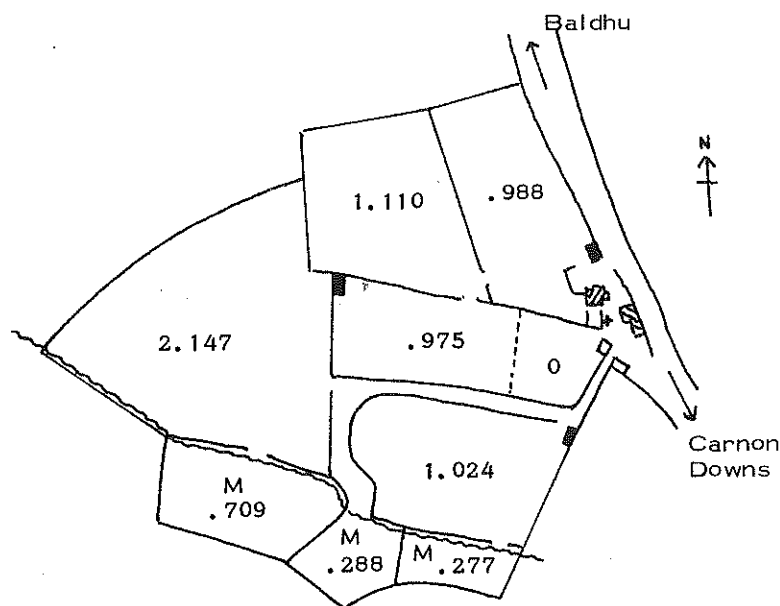







cans threaded on string and slung round his shoulders. With the rims removed, the old paint burnt out and a coat of black preservative to prevent rusting, they made excellent upright containers, far better than the sloping-sided ones which we had bought.

We retired when increasing production and transport costs threatened to make small-scale flower growing unprofitable, so Algarnick has again changed its use and is now the Garden Centre.

FIELD PLAN SHOWING ACREAGES



M	Moor		Cottage
O	Orchard	+	Well
	Pig sheds		Sheds
	Stream		Cow and pony sheds

MEMORIES OF DEVORAN WHEN I WAS A BOY

The following extracts are taken from the memories of John Sims, written by him in 1943 at the age of 82 years. He was born in Devoran in 1861 and later moved to Truro where he ran a brush factory.

"I will start from the mouth of the river where the ships came to unload their cargoes. There were American ships with timber in bulk and ships from Norway with timber for the mines and small sailing vessels and steamers with coal and other cargoes. The coal was unloaded and some put into flat-bottomed barges and poled up the river to Perran Foundry. The names of the steam boats were Morfa, Augusta, Ogmore, Effie, Netherton, John Brogdon and Bains. The sailing vessels were Margaret Mine, Eliza Bain. The tugboat Pendennis would tow up four boats at a time; other tugboats were called Effort, Lioness and North Star.

At John Stephens' ship building yards they built boats, barges, tugboats and sailing vessels; sometimes I would get aboard a vessel and be launched out to sea, it was grand fun for men and boys. Falmouth harbour looked like a forest with the masts of sailing ships. At the end of the quay they built a two-masted vessel; I think it was called The Pordia and was built by Mr Hugh Stephens and his sons.

There was a sail loft where they made sails and nearby were the stables for the horses of the Railway Company. There was a workshop for the making of trucks, stores for timber and saw-pits where the timber was cut into shapes for the building of vessels. At the end of the timber yard was a large pond for slushing the river. There was a viaduct down on the quay and trucks were shunted down on the viaduct full of copper ore and ingots of tin which were loaded on to ships and taken to Wales and other places. The empty trucks were taken to the coal dumps and loaded with coal for the mines, the tin-works, vitriol works and arsenic works. Horses pulled the trucks up to where the trains started.

Now I will come to the engine sheds and wagon and smithy shops. Mr Henry Arthur was foreman of the engine shed, Mr Woolcock of the smith's shop and Mr Treskerris of the wagon shop. Mr Jury and his sons worked the saw mills and Mr Millet was the engine worker.

There was a railway from Devoran to Point worked by horses. There was a tin smelting works at Penpol and a lead works at Point. The lead works had a very tall stack and it was built square (1). I have seen the blue-grey smoke come out

of this stack and the tin drawn out of the furnace at the Penpol tin works. There were quays all the way along from Point to Penpol where the ships unloaded their coal. There was also a kiln for blowing lime and a tin mine at Point. The mine went out under the river and an iron shaft went down out in the middle of the river. I went down the mine shaft by a ladder that had iron spokes. They had a driving plant at Point which smashed the stuff that came out of the mine. There is a lot of tin in the mine still, since Taylor's Company closed it down when tin was only £50 a ton. This was a busy place and a lot of men worked there. The old engine house at Carnon Mine was out of use before I was born.

I was baptised at Devoran Church on March 21st 1862; I went to Devoran school and the master's name was Mr Walker. The first thing in the morning was a hymn, then the ten commandments; we all joined in, boys and girls, and then this was followed by the Lord's Prayer. Sometimes the Vicar would come and talk to us. When the school closed for a day we had lessons to take home and bring back the next day.

My father was an engine driver at Devoran. He often took me up to Redruth and Lanner Hill to Will Buller's mines (2), with the coal for the mines. On the way it was a sight to see so many busy places. There was a weighbridge that weighed the coal and then we would pass the vitriol works (3) and on towards Bissoe where we could see the Carnon Valley line, with launders where they put old tins and sheet iron for the copper water from the mines that went in the filter beds and then in the launders. It would turn the tin cans and iron into copper and after a time we could see copper on the tins; when it was fit they would sweep up the launders and it would look like sand which they would dry, put in sacks and then ship to Wales, to the Copper Works (4).

Then we would come to Paynter's works, Tallack's Foundry and the Arsenic Works (5). The men who worked there wore sponges over their mouths and noses and you could see the arsenic burning in the furnaces. Then we passed the smelting works at Bissoe and Twelve Heads tin stamps and on to Croft Handy Mines, Nangiles and Poldice Mines. Then on to Carn Marth with coal for Pednandrea. For the return journey they would form a train of trucks filled with ore bricks and blocks of tin to be taken to Devoran for shipment to Wales (6).

Now, about the foundries at Devoran and Perran Wharf. The Basset Wharf foundry was worked by Mr Jewell and is now worked by Vincent's Ltd (7). The Perran Foundry was a large and very busy place when they were in 'full work'. They made large engines for pumping water out of the mines and engines

for winding to bring the minerals to the top for the stamps. They made engines for steamboats and a lot of large boilers. The small boilers for boats were made at their boiler works at Ponsanooth, where there was a gunpowder mill as well.

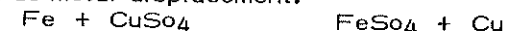
Mr Hall lived in Devoran House before he went to South Africa for the Taylor Company. He was head of the Redruth-Chacewater Railway Company. There was a brass band at Devoran and the Jury family had a band that played for the children's teatreats in a field. There was a pipe and drum band at Perranwell.

At Christmas the men used to trim the engines with holly and evergreens, the ships and steamboats they tied up with holly on the top of themasts. Throughout Christmas we got plenty of saffron cake; nearly everyone would ask you to have saffron cake and mince pies. (8)

And now to close I would like to mention that one of the most happy days I spent in Devoran, after many years, was on the occasion of the unveiling of a tablet in the church and the planting of shrubs in the churchyard in memory of my two great-uncles, William and Thomas Lobb; the duty was performed by Viscount Clifton on October 2nd 1942.

Explanatory Notes:

- (1) The stack was built on high ground to carry off arsenic fumes; when it was taken down the bricks were used to build two houses at Point.
- (2) Wheal Buller Mines closed during Sims' boyhood, but the rail terminus was known as Wheal Buller Sidings until 1915 when the railway closed.
- (3) The site of the vitriol works is now occupied by the firm of R. J. Mitchell and Son, Builders, at Bissoe.
- (4) Where copper was mined, water in the mine held copper in an acid solution (tailings). This was passed into sumps into which scrap iron had been collected. The iron combined with the acid and freed the copper which then appeared as small particles like sand. This chemical action is known as metal displacement:



Where tin and copper were mined together they were separated during the dressing process. The copper sulphide was burnt to convert it to copper oxide, this was then leached with sulphuric acid (vitriol), which dissolved the copper, forming copper sulphate enabling the process described above to be used.

- (5) Paynter's Works were advertised in the Royal Cornwall Gazette, 3rd July 1890 as being, "to let, all those manufacturing works, formerly used as vitriol and manure works with the tin dressing floors adjoining thereto, situated at Carnon near Bessowe Bridge."

The ruins of the arsenic works, with their square chimney stack still remain at Point Mills.

- (6) United, Nangiles and Poldice mines closed in the 1870s. In John Sims' time United was part of Clifford Amalgamated Mines.

The 19th-century, tiered stack of Pednandrea, now reduced from its original height of 145 ft, still stands in Redruth, not far from the railway station. The mine closed in 1891.

- (7) The exact location of Basset Wharf is uncertain, but the Census returns for 1861 and 1871 show Mr John Jewell as a "brass and iron founder" living at St John's Terrace, Devoran.

Perran Foundry at Perran-ar-worthal was established by the Fox family in 1791, but it was later taken over by the Williams family. It is now used by Bibby as a cattle food store and previous to that was used by Edward Bros (millers).

- (8) The Christmas saffron cake was an old Cornish custom and reminds us that, owing to the high cost of saffron, it was seldom eaten by the poor except at Christmas.

DEVORAN DOCKS

On 26th May, 1838, Alfred Jenkins (the agent of the Agar Robartes family and so responsible for development at Devoran) wrote to William Pease (who had been instrumental in creating Par Harbour for Mr Treffry), asking for his plans and advice for the making of the Reservoir, Quays, etc.: "I hope that thou wilt allow me to rely a good deal on thy assistance in this matter, with the kind consent of thy Principal". (Jenkin Letter Books, Royal Institution of Cornwall)

William Pease replied from Par on 11th June, 1838: "When I wrote you on Monday last I did hope I should have had time to devote a little attention to the contemplated improvements at Devoran", but he was occupied with other work until the 20th of the month. He goes on: "To prevent delay as much as possible to commencing operations, I propose to be at Devoran (if I can obtain Mr Treffry's consent, of which I have no doubt) on Saturday the 23rd inst., between the hours of 9 and 10 in the morning. At which time and place I shall be glad to meet you and the person whom you intend to appoint overseer of the work It would be desirable if you could, by the time I come down, be furnished with the prices at which some part of the work would be undertaken by parties in the neighbourhood, such as the labour of laying the wood for the frontage of the wharfs at so much for every 36 square feet in front - Excavating the ground at per cubic fathom - Driving the Piles (This I think, the Carpenter on the spot would undertake). The prices of the different material should also be immediately ascertained - and one and a half dozen wheelbarrows should be ordered at once - I get very good ones made for about 10/- each".

In William Pease's Diary (still in private possession but some extracts have been made) there is a note:

1838 Oct. 19 - Devoran
 Expense of 216 feet of wharf frontage
 - £243-0-6
 Excavating ground for reservoir
 - £ 39-2-0
 Wood used in 216 ft on length of frontage - 16 ft high
 and 2 faggots depth equal 6070 (faggots).

* NB. This letter, from William Pease was only recently acquired; it was posted at Par and has a "Lostwithiel Penny Post" handstamp.