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University of Exeter  
Printing Department

## ROADS & LANES.

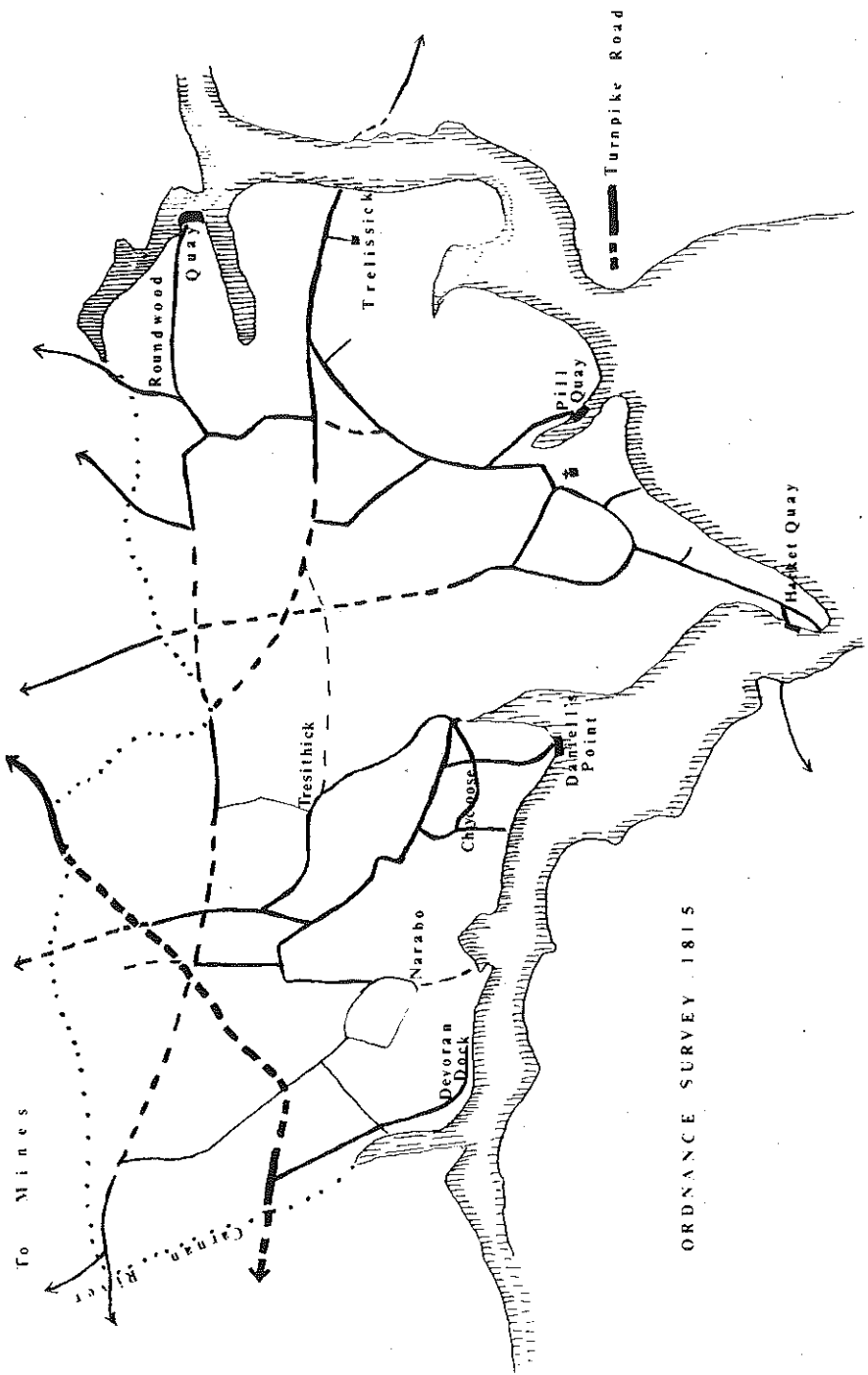
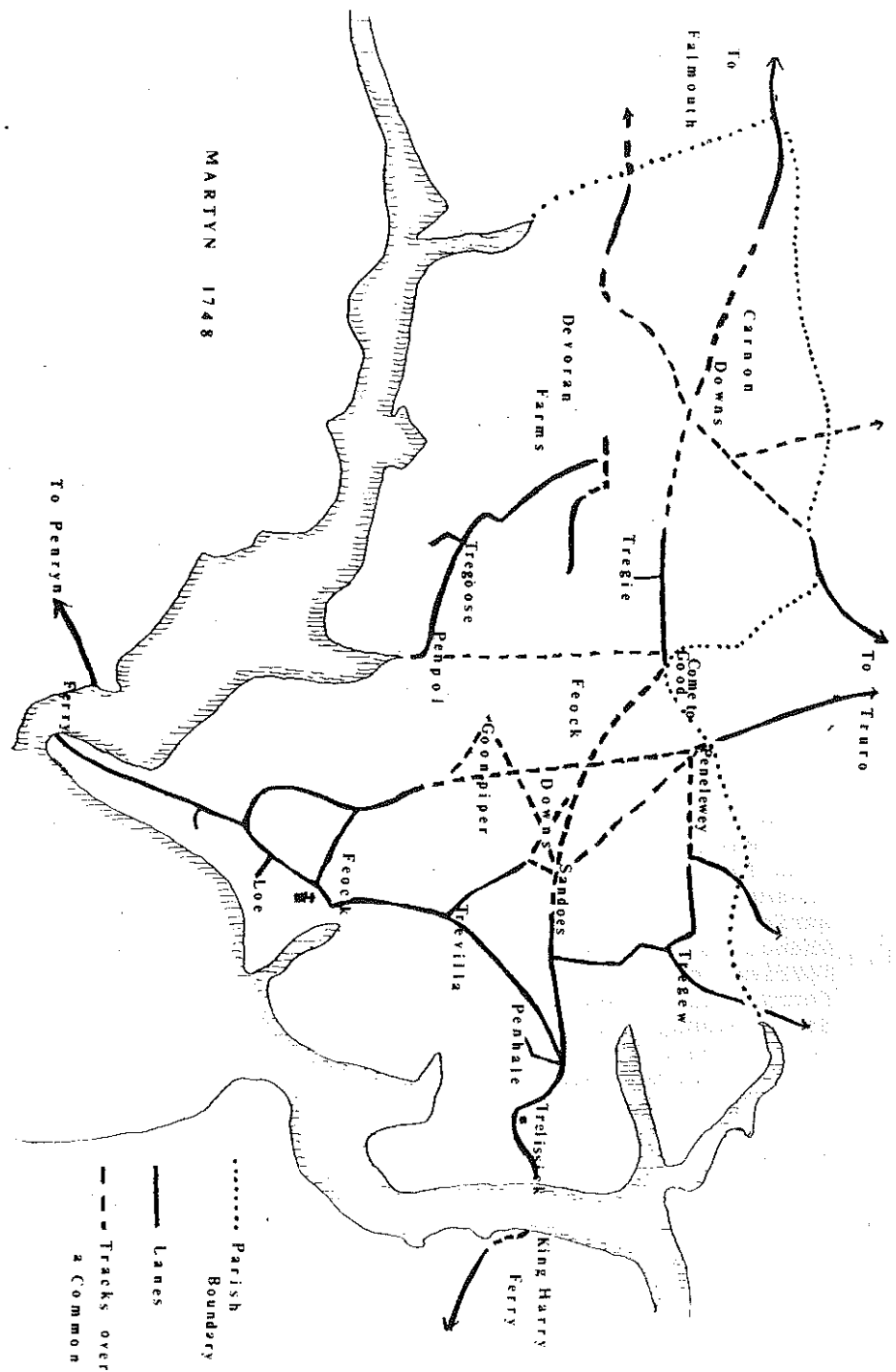
Roads now smooth and tarmaced to suit the tyres of modern transport are very different from their fore-runners. In 1930 Tregye Road was still unsurfaced, dusty in summer and muddy in winter. Some other roads in the parish were similar.

In the time of Queen Elizabeth I a law was passed making the parish responsible for the upkeep of its roads and two Waywardens were appointed each year to supervise this, themselves under the authority of local magistrates, as well as public opinion. No Waywardens Accounts survive for Feock but those of other parishes in 1780 and 1790 show they received a portion of the general parish rate and employed 'road men' who cleared the ditches and applied loads of stone to the surface, but in wet weather roads often became impassible.

In the 1780's it was realised that this arrangement was inadequate to cope with the 'main' roads carrying more than local traffic and Turnpike Trusts came into being in Cornwall; i.e. groups of local gentry and merchants were incorporated by act of Parliament with power over defined stretches of road, with the right to levy tolls on the traffic using it, and with permission to borrow money, at 4% or 5% for capital expenditure. In fact, private enterprise made the users pay for the creation of the 'trunk' roads.

Martyn's 1 inch to 1 mile map of 1748 gives the earliest detailed study of the Feock roads. The main road from London through Truro to Penryn and Falmouth crossed Carnon Downs as an unfenced and probably un-surfaced track, went down to Higher Carnon Bridge and thence to Perranwell. Two other tracks joined with ferries; one from Truro to Penelewey then to Restronguet ferry, Mylor, Penryn and Falmouth; the other from King Harry Passage passed south of Trelissick to Come-to-Good, Carnon Downs, over the ford in the Carnon river to 'Blow ye Cold Wind' and west over the high land to Penzance. This road is also shown on Ogilby's strip map of 1675 as part of the route from London to Land's End.

How extensively these roads were used is not known, but when the Truro Turnpike Trust was created in 1754 they named the route from Truro, through Calenick and over Higher Carnon to Penryn as being among those that were 'so ruinous and bad in winter that the same cannot



ORDNANCE SURVEY 1815

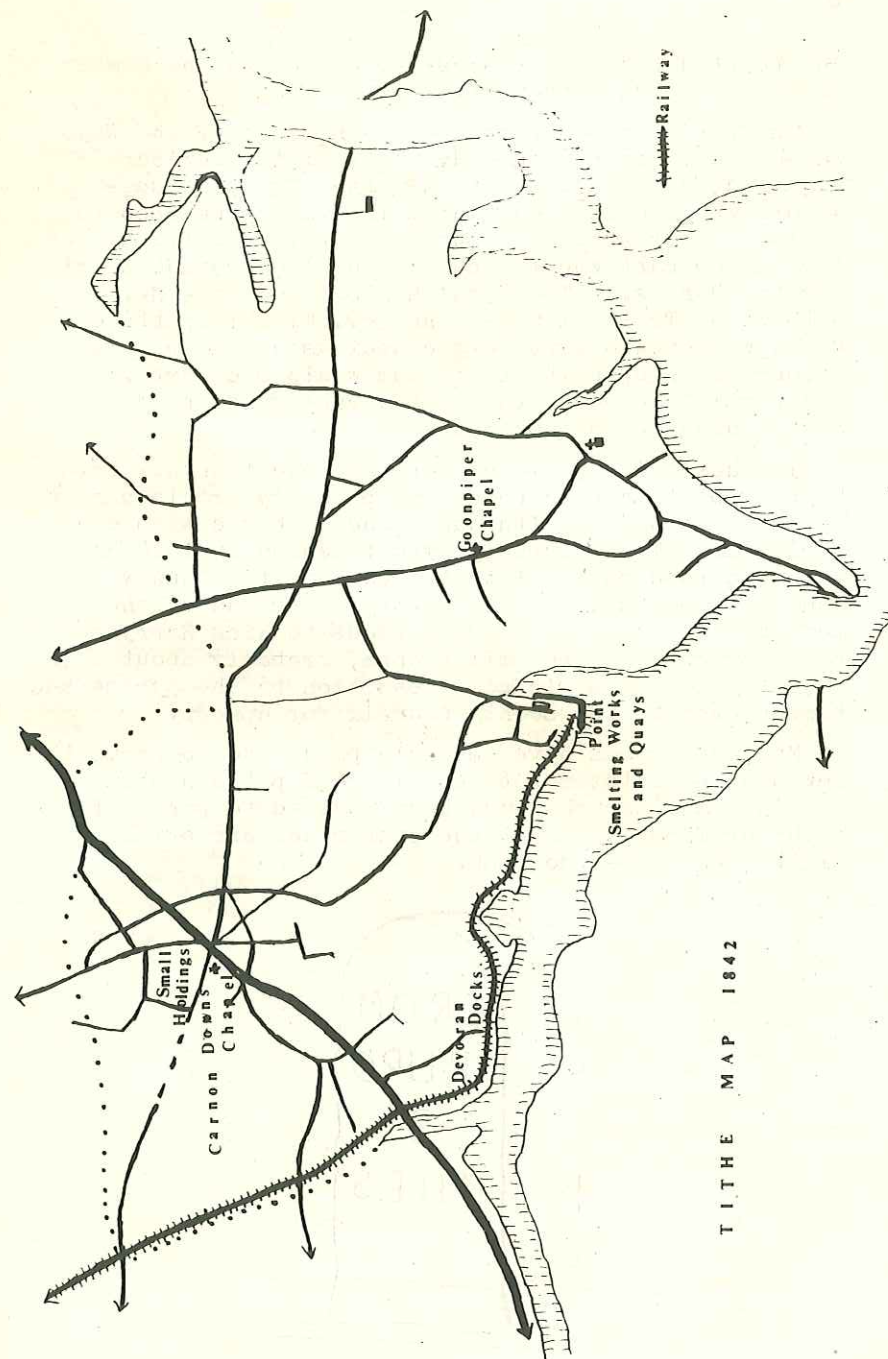
by the ordinary course and methods appointed by the Statutes of the Realm, be effectively amended and kept in good repair, unless some provision be made for raising money for that purpose'. The other tracks in the parish, which served the farms, were left to the care of the Waywardens who kept them in repair to the best of their knowledge and ability with the limited means they had.

The next "clue" is given by the first inch to the mile Ordnance Survey, made just over 50 years later and shows considerable changes in pattern. It is also much more detailed. The Turnpike road is clearly defined but still unfenced. It had become an important link between London and Falmouth with Mail Coaches after 1798. During the Napoleonic War Falmouth harbour was extensively used because of its strategic position at the western end of the Channel, which made it an excellent base for the sailing ships of the Admiralty and of the Post Office.

The tracks shown by Martyn to the ferries are still clear and those to the farms seem to have been improved and extended to link them together, but the great change is the appearance of Quays at Roundwood, Pill, Harcourt, Point and Devoran, each with a road leading to it. The road to King Harry is now North of Mr. Lawrence's new mansion at Trelissick.

The very detailed large scale Tithe map of 1842-5 shows that the parish had nearly 100 acres of roads and roadsides, 8 acres belonging to the Turnpike Trust and the rest the responsibility of the Waywardens; and the pattern of the roads has changed again. The Turnpike road was realigned under the supervision of MacAdam. (The present main road.) A new bridge was built at Lower Carnon, together with a new Turnpike House (demolished in 1966) and this gave better access both to Falmouth, to Perran Foundry and to Sir Wm. Lemon's estate at Carclew. Devoran Docks, served by the Devoran and Chasewater Railway, with an extension to Point Smelting Works had taken over the traffic from the mines and Devoran village was growing. The other quays had almost ceased to be used although the tracks remain.

The Downs at Feock and Carnon had almost all been brought under cultivation as small holdings and a number of lanes are shown leading to the cottages. At Trelissick, R.A. Daniell had laid out the Park,



TITHE MAP 1842

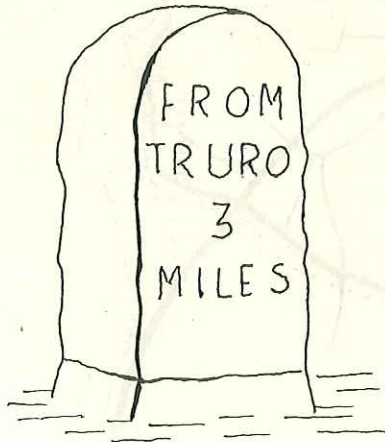


obliterated two farm places and decreased the number of public roads within it.

The Parish roads remained in the care of the Waywardens who now had the advantage of the knowledge acquired from MacAdam and the other Turnpike surveyors who recommended that 2 inch stone be used to surface the roads; these would be rolled solid by the iron bound cart wheels, but would also provide a grip for the horses. The local Magistrates were Mr. J.D. Gilbert of Trelissick and the Rev. T. Phillpotts of Porthgwithden who were very conscious of their obligations and responsibilities and would see that resources were used to the best advantage to produce roads adequate for local needs.

In the 1860's parishes were grouped together into Highway Districts. Feock was probably little affected as it had few 'through roads' shared with other parishes. Truro Turnpike Trust ceased in 1874 and the main road passed into the care of the County Council - a charge on the County - instead of the road users. The two parish roads to King Harry and Feock church acquired milestones, probably about 1890 when they were put in good condition by the parish and handed over to the County Council for upkeep.

Many new roads have recently been made to serve the new housing estates but the old road pattern still remains; mule tracks have been reduced to parish footpaths or farm lanes but the past roads are still visible to those who look.



POPULATION and EMPLOYMENT  
in Feock Parish. 1800 - 1861.

The Census Records show that Feock was a very sparsely populated parish in 1801, there were then 148 houses with a total of 696 inhabitants; by 1831 these figures had almost doubled and continued to rise by approximately 400 people in each decade to 1861. The age composition remained constant, approximately half the population being under 21 years old and 7% having reached the age of 60; today this latter count would be very much higher. (See population graph.)

Housing kept pace with the increase in numbers, not until 1861 is there a record of two families sharing a house, then in three cases a married son with young children shared with his parents and their children. Approximately 6 out of every 10 people had been born in Feock and 27% in parishes within a 10 mile radius. In 1851 out of a total of over 1800 only 50 were not Cornish and these mostly came from Devon, by 1861 this figure had risen to 105 out of over 2200 including a few from various parts of Britain and a few children born in mining areas abroad who were living with grandparents, probably children of sons who had emigrated. Most marriages were between people of the same parish, adjacent parishes on land or 'over the water' i.e. round the Falmouth estuary.

The increase in population was due to the rise in prosperity of the mines in the St. Day and Gwenap areas and under Restronguet river. Until the 1820's ore was carried by mules and horses from the mines to quays at Pill, Roundwood, Point and Devoran. Some carriers kept large numbers of livestock for this purpose. With the opening of the Redruth and Chacewater Railway in 1826 transport to Devoran and Point became easier; the trucks were horse drawn until after 1850, the horses being hired from farmers and carriers by the Railway until the first engines, Miner and Smelter were bought. The stretch from Devoran to Point was always worked by horses.

As the mines deepened more coal was imported for them and for household use, also timber for mining and housebuilding, wood, including Mahogany, for furniture with lime, guano, sand etc. The Smelting works, Shipping, Railway and Foundry at Perran-ar-worthal provided work for those people not engaged in agriculture, building or domestic trades such as shopkeepers, innkeepers and servants. One family