

PRESIDENT'S REPORT

Dyth da. Fatla genes?

Welcome back all members of the Cornish Association of Victoria and I hope you are looking forward to our program of events which will be held in person at the Darebin North West Uniting Church, a meeting on Zoom and a mixture of both.



We have two events on our calendar which you are invited to attend in person and it would help swell our ranks if you could attend and show the public that there other Celtic people besides the Scots, Irish and Welsh.

The first event will to be held will be the St Piran's Day Celebration with a church service at the Uniting Church Skipton Street, Ballarat followed by a lunch and a tour of the Anglican Cathedral, Ballarat Central Uniting Church and St Paul's Anglican Church. After attending last year's celebrations, it is a wonderful day on this special day.

The other event is the Melbourne Highland Games held at Eastfield Park in Croydon. We will have a tent set up and will be hopefully giving out information and answering many questions. We would love to see some of our members there to help the dedicated few who do help. We will also be distributing our new Cornish recipe book so if you have any favourite recipes handed down please send them to Ken.

Congratulations go to the Ballarat Branch for their kind invitation to join with them at their Christmas function held at the Grand. There was singing of traditional Christmas carols and one Cornish one with a very testing Cornish quiz prepared by Wendy Benoit. (I must say going through them afterwards was somewhat testing and there were a few I could not answer). Thanks to Jim and Bev Hocking and Keith Lanyon for organizing the activity and for booking the same venue for this year. Another date to add to your calendar.

I have been in touch with one of my Facebook groups to ask if there was anybody willing to give a talk via Zoom and several people have acquiesced and so I will pass on this information to our talks convenor.

There are also other suggestions. Dean Evans, from Falmouth, is willing to give a talk on the life and work of John Passmore Edwards the Cornish Philanthropist whose 200th Anniversary occurs this year and who was responsible for the many town libraries. If we can tap into these resources it will make for

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CORNISH ASSOCIATION OF VICTORIA, INC.

NEWSLETTER
No. 148

February 2024

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Membership Fees

Single: \$40.00
Family: \$60.00
Life Single: \$400.00
Life Family: \$600.00



Saturday 17th February 2024

A visit to St Michael's Mount - at Darebin NW UC, 399A Murray Road, West Preston. BYO Lunch.

Zoom details will follow

Sunday 3rd March - to celebrate St Piran's Day - we are joining with Ballarat commencing with a Church Service at Skipton Street at 10.00 am.

Lunch will be at Craigs Royal Hotel in Lydiard Street at 11.45 am for 12 noon.

Bookings are required by **19th February 2024**.

Please contact Keith Lanyon if you are able to join us for lunch.

kmlanyon@hotmail.com
0411 512 160

The menu for Craigs can be seen here:

https://craigsroyal.com.au/wp-content/uploads/2022/06/CRAIGS_AtriumMenu_May2022_A3_WEB.pdf

Parking is available in the multi-storey car park in Dana Street (first two hours are free) or metered street parking.

After lunch, it is proposed to tour Christ Church Anglican Cathedral and Ballarat Central Uniting Church, both in Lydiard Street and St Paul's Anglican Church, Humffray St South, Bakery Hill.

This year is the 170th year of Worship at St Paul's.

Many early Cornish families were connected with St Paul's.

Saturday 16th March 2024 - St Piran's day reflections via zoom

Sunday 24th March 2024 - Melbourne Highland Games and Celtic Festival - Eastfield Park,

119 Eastfield Rd, Croydon VIC 3136 - this was a wonderful event last year but we do need volunteers to assist as the Festival goes from 9.00 am to 5.00 pm, with a setup from around 8.15 am.

Please speak with Ken if you can assist.

Saturday 20th April 2024 - Richard Trevithick - this will be in person at Darebin NW UC, 399A Murray Road, West Preston and via zoom.

Pastoral Care

If you know of someone who is unwell, celebrating a special birthday or just needs a cheery greeting, please let Evelyn Jones know the details so she can be in touch.

Evelyn's details are:

Ph: 0417 160 658
ejo65074@bigpond.net.au

CAV NEWSLETTER

The CAV Newsletter is published in February, May, August & November and distributed via email and in some cases by mail.

Deadline for contributions for the next issue:

Saturday 20th April 2024

Articles for inclusion are welcome at any time but **must be received by the deadline date**.

Please include pictures or tables as a separate file.

The email address for the CAV Newsletter -

robyncoates@hotmail.com

Please mark - Article for CAV Newsletter.

Cornish Tid Bits are sourced from the Cornwall Council, BBC Cornwall, Pirate FM News, Falmouth Packet, CornwallLive, Kresen Kernow, Wikipedia

some interesting talks.

On a final note, please see if you can attend an open meeting if you are able and enjoy meeting other members who you might not have seen recently and again your attendance at St Pirans's Day and the Melbourne Highland Games would be appreciated.

Please make sure you explain to your families about their Cornish heritage and what they could gain from joining our wonderful Association.

Oll an gwella,
Brian

Falmouth Cannibalism

The first case of cannibalism in Falmouth was recorded by the Falmouth Harbour Police.

The Police were formed as a separate entity in 1871 to the borough police and were responsible for policing the dockyards and harbour.

In September 1884, one of the harbour police overheard a conversation between three sailors that they had killed a young cabin boy, called Richard Parker, in order to survive after their yacht sank in a storm. The sailors were rescued and put on to a pilot boat and taken to Falmouth.

Sergeant James Laverty arrested them setting up a precedent in English criminal law - that necessity is not a defence to a charge of murder.

The sailors believed that they were protected by "custom of the sea" and they had killed in order to survive.

One of the men was let off on grounds that he only drank the blood and ate the flesh while the other two were found guilty of murder and sentenced to death.

However, because of the terrible circumstances of the case, the sentence was reduced to six months in prison.

Brian Rollason

Editor's note:

The men were sailing the yacht *Mignonette* to Australia for an Australian lawyer named Jack Want. It was not designed for long voyages but was an inshore yacht.

The captain, Tom Dudley, had been offered two hundred pounds to sail the yacht - one hundred pounds on leaving England and one hundred pounds on his return. The young lad, Richard Parker, was an orphan and was sailing to Australia to begin a new life

During a storm, about 2500 kms north west of the Cape of Good Hope, the yacht sank and the crew evacuated to a small lifeboat, salvaging vital navigational instruments and a couple of tins of food but no freshwater.

They were unsuccessful in capturing any rain water though they did catch a turtle which gave them food and liquid (blood) for a few days.

After the death of Richard Parker, the remaining men, Tom Dudley, Edwin Stephens and Ned Brooks, were rescued by a German sailing barque, *Montezuma*.. Dudley and Stephens were tried for murder.

TROVE includes many Newspaper reports of this, including the following:

Daily Telegraph (Launceston, Tas. : 1883 - 1928), Saturday 13 September 1884, page 2

THE LOSS OF THE MIGNONETTE - ARREST OF THE SURVIVORS. September 7th.

The three men belonging to the yacht *Mignonette* were arrested to-day, when they confessed to having killed and eaten the boy who accompanied them in the boat.

They stated that at the time he was in a state of raving madness from want of food and water.

Launceston Examiner (Tas. : 1842 - 1899), Saturday 13 September 1884, page 2

LONDON, Sept. 9. The captain of the yacht *Mignonette*, who is one of the three survivors, has admitted that he killed the boy Parker by cutting his jugular vein.. The three survivors of the yacht *Mignonette*, who were arrested yesterday on a charge of murdering the boy who accompanied them in the boat, were brought before the magistrates and, remanded, pending the decision of the Treasury as to the course the Government will take.. Much sympathy is felt for the unfortunate men, who were driven by necessity to resort to such a terrible expedient.

Age (Melbourne, Vic. : 1854 - 1954), Saturday 20 September 1884, page 9

THE LOSS OF THE MIGNONETTE.

Reuter's telegram.

LONDON, 19th September,

The captain and mate of the yacht *Mignonette*, who are charged with the murder of the boy who accompanied them from the wreck, were brought up at the police court yesterday, and formally committed for trial. Bail was, however, accepted. The third survivor, a seaman, was acquitted. Much sympathy continues to be felt by the public for the men.

A detailed report can be found here:

<https://www.historyextra.com/period/victorian/cannibalism-at-sea-sailors-ate-the-cabin-boy/>

Christmas Meeting

The weather on Saturday 2nd December was gloomy to begin with, but it didn't dampen the cheery atmosphere at the Grand, when members from both the Ballarat Cornish branch and the CAV gathered for a traditional Christmas lunch.

Seated around round tables, there was much chatter as a quiz, prepared by Wendy Benoit, tested everyone's knowledge of Cornwall.

The singing of traditional Christmas carols and one Cornish carol was most enjoyable

Ballarat Branch has already booked the same venue for this year such was everyone's enjoyment.

Thanks to Jim and Bev Hocking and Keith Lanyon for organising this activity.



More photos of the event can be found at:
<http://cornishvic.org.au/Christmas-23/default.htm>

CHRISTMAS LUNCHEON QUIZ

For those who missed the quiz prepared by Wendy Benoit.

Answers on page 5

The newsletter includes some information about some of the answers.

1. Where is the national seal sanctuary?
2. Where is the Royal Cornwall Show held?
3. What is the name of the cat associated with the duchy?
4. Carn Euny is famous for what archaeological feature?
5. Name another place with such a feature as Carn Euny?
6. How many stone circles are there in the Hurlers on Bodmin Moor?
7. In what year did the Tate Gallery open in St Ives?
8. What creature did Pastor Hawker, from Morwenstow, take with him on pastoral visits?
9. What role did Pendennis Castle play during the Second World War?
10. Where and when is the 'Obby 'Oss unleashed annually?
11. Falmouth has the third largest natural harbour in the world. Name the other two.
12. Where is the China Clay heritage centre?
13. The Isles of Scilly are fabled in legend to be the remnants of which lost land?
14. Barry Humphries holidayed in Cornwall and fell and broke bones. Where was this?
15. Name two of the steam railways operating in Cornwall.
16. Who was the Cornish inventor of the 'horseless carriage'?
17. Between which points does the King Harry Ferry operate?
18. After who was the King Harry ferry thought to be named?
19. From where does the ferry service run to the Isles of Scilly and what is the name of the ferry?
20. Which village is connected, at low tide, by a causeway to an island?

CAV Cornish Recipe Book

The CAV prepared a Cornish Recipe Booklet which was handed out at Castlemaine, in October, at the launch of the Cornish Library.

Apart from a traditional recipe for pasties, the booklet focussed on Cornish sweet treats normally associated with Morning and/or Afternoon Tea.

The booklet currently contains recipes for:

- Traditional Pasties
- Cornish Fairings
- Saffron Buns
- Saffron Cake
- Cornish Splits
- Cornish Strawberry Shortcakes
- Railway Pudding
- Figgie Hobbin
- Store Cake
- Penzance Cake.

The CAV will be in attendance with a stall at the Melbourne Highland Games and Celtic Festival on Sunday March 24th.

We will also be in attendance at the Celtic Festival at Portarlinton on Kings Birthday Weekend with our colleagues from the Geelong CAV Branch. We would like to distribute our CAV Membership Form as well as sell our CAV Recipe Booklet for \$2.

A number of the recipes mentioned above came from a book published in Cornwall: 'Favourite Cornish Recipes - Traditional Country Fayre' compiled by June Kittow.

Lyn and I purchased this book in Cornwall in 2019.

There are a number of savoury recipes in that book which we could include such as *Mutton and Turnip Pie*, *Buttered Crab*, *Cornish Potato Cake*, *Sausage Roly-Poly*, *Masked Eggs with Asparagus*, *Marinated Pilchards*, *Cornish Under Roast*, *Mutton Pies*, *Cornish Sea Bass*, *Crab with Devil Sauce*, *Baked Herrings*, and of course *Star Gazey Pie*.

What we want to do is ask CAV members and friends of the CAV if they have Cornish recipes that could be included in the booklet.

Perhaps these have been handed down through your family or are ones that you use regularly.

If you have a favourite recipe then please send it to Ken Peak for possible inclusion in the booklet.

If the recipe comes from your family, then all is fine

as we just have to acknowledge that.

If the recipe comes from the Internet or from another author this must be fully documented and acknowledged in our booklet.

You can send your recipes to:

Ken Peak, Secretary CAV
15 Shorthorn Crescent, DOREEN 3754
Or to pkicons29@bigpond.com

Agan Kernow

The book is available for purchase by CAV Members, relatives and friends.

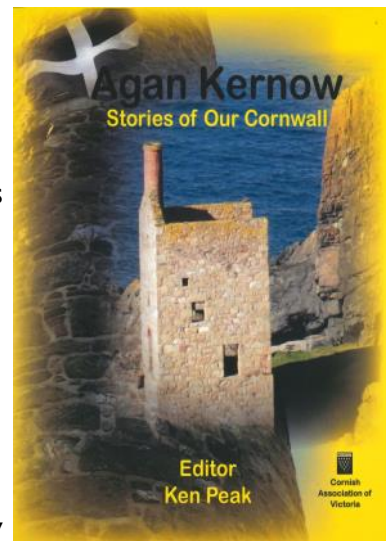
The purchase price is \$25 Australian plus the appropriate postage.

For overseas postage rates speak with Robyn Coates 0419 551 320

This is a 262-page book of 76 stories by 51 authors from

across the Cornish diaspora.

More information - www.cornishvic.org.au



Answers to Quiz

1. Gweek
2. Wadebridge
3. Cornish rex
4. Fogou
5. Chysauster; Boleigh Fogou near Lamorna, Pendeen Vau and Trewardreva near Constantine, Pixie's Hall or Piskey Hall
6. Three
7. 1993
8. Pig
9. Secret Command Centre
10. Padstow and May Ist
11. Sydney and Rio de Janeiro
12. St Austell
13. Lyonesse
14. Zennor
15. Bodmin and Wenford, Lappa Valley, Helston, Launceston
16. Sir Goldsworthy Gurney
17. near Feock to Roseland Peninsula
18. Henry IV
19. Penzance and Scillonian IV
20. Marazion

RE-DISCOVERING CORNWALL #3

Over two years, Rev Ted and Beryl Curnow served the Methodist Church in Cornwall. In this series they recall impressions and reminisce on their insights and experiences.

Impressions of Heritage.

Australia is young.

Cornwall was bathed in antiquity when the Celtic Saints arrived in England before the Romans.

The oppression and distortion of the Medieval period in some instances had given way to more formal Monastic Orders.

When confidence in the Church failed, the Revivalist period bloomed.

The period of the Welsh revival was celebrated again more recently and even in 2004 there was a hope that an exciting Christian renewal would happen again.

The Cornish love their hymns/traditions and even today some still tended to live on the faith of their fathers in the hope that renewal will revive the past. In the recent past, 'Sankey' song-evenings have still taken place and the old homeland has seen traces of a residue of revival-day passion, an expectant hope that those early days would happen again.

Although our secular culture has made it irrelevant, there are still a few traces of a sincere Methodist enthusiasm.

The Methodist heritage of yesteryear has been most evident in the boisterous public singing both in the pub and church. "Will your anchor hold in the storms of life," or "Guide me O thou Great Jehovah."

Celebrating the Past.

The Cornish celebrate the past traditions of their fathers with stories, feasts, festivals songs, and dancing.

This leaves our Australian-Anglo past looking a little like a shallow yesterday.

Here is a two-edged sword.

The church is the custodian of both an historic, yet a living contemporary gospel.

Cornish tradition consists of rich roots and repetitive rituals that celebrates a substance belonging to the past, yet can ossify and leave us chained to the musty past.

Cornwall would win our hearts in such a natural way that the longer we stayed the more 'ansome' and the less we would see things through Aussie eyes.

The attendant of a National Trust car park was one of the first to welcome us.

Looking at our entry pass, in a loud voice he announced to his friends and the world that the Curnows were here and they had arrived from the Antipodes!!!

It was an old word that I associated with the rugged 'wind-jammer' days, but I began to appreciate how the impact of Australia's historical geographical isolation was seen by the locals.

It would be one feature that would set us apart. While the Curnow name was endearing to the locals it was a world apart that made us very different.

Tourism and Battle for Services.

It did not take long to realize that it was tourism that was the key to Cornwall's future.

Was it its economic growth or the preservation of its isolation and its 'old world' feel and antiquity? Our tourist agent in Australia had remarked that the building and development of new housing in Ireland had spoiled the attraction of the old-world country feel.

Her interest had then turned more to the antiquity of Cornwall.

Was it right to assume that the more Cornwall was developed, the greater wealth and prosperity it would generate?

This had been one of the underlying principles behind the public debate about the development of the Newquay airport.

The location and size of Cornwall leaves it disadvantaged when it comes to competing with larger English counties.

While Cornwall has developed Newquay Airport and an over-night train from Paddington, the "Cornish-born" are out-numbered by the "up-country" English investors so Cornish interests lack a good deal of political weight.

Those responsible for professional planning and development of public services faced an important challenge.

The danger and demand for 'old world tourism' seemed to be out-stripping resources.

There seemed to be more cars on the road in Cornwall with fewer petrol stations and holidaymakers camping in farmers' fields using porta-loos.

To us as Aussies this seemed strange and a rather unhealthy development.

The remoteness of Cornwall seemed to leave the current generation as custodian of an un-spoilt

natural beauty and a style of life that needed preservation.

On the other hand do you preserve pot holes in roads and ignore the need for safety rails on tourist paths?

Without being seduced by the tourist promotion industry, we were left to make our own personal discoveries about the Kingdom of Kernow.

As the months rolled on, we came to appreciate our ancestors as hard-rock miners, tough fishermen and agricultural laborers with soft hearts of gold still offering a generous Celtic hospitality that we would never forget and that would leave a lasting impression on our lives.

(To be continued)

HOT NEWS from CORNWALL



The early edition of the St Ives '**Times Echo**' was packed with articles that may interest members and bring back memories.

The front page picture featured a photo of the **St Ives Community Orchard** holding their **Annual Wassail**.

Its an old tradition where the community comes together to awaken the trees from their winter slumber.

Volunteers in colourful costumes bless the trees with cider and people bang drums, pots and pans to awaken the apple trees and drive away evil spirits.

Other colorful events spanned the paper.

Also in January the Western Hotel hosted a **Burns' Night** celebration that included ceildh dancing, food and rhyme. The Haggis was piped in and 200 pounds was raised.

The Food and Drink Festival did not take place at Porthminster this year but hopefully it will return in May 2025 and already bookings are available.

The **Bournemouth Symphony Orchestra** has announced a series of 25 events and workshops with people throughout Cornwall this March. **Truro's Hall for Cornwall** will host a big event on March 22 and there will also be performances across Cornwall's Mining heritage sites.

There are plans for a huge **solar farm** and a 195 acre site near Gwinear.

A carpark and wildlife area for the nearby Primary School is part of this development and scheme.

In another happening, a **working group** is being formed to tackle issues of erosion and public access along the River Hayle, between St Erth bridge and the Green Lane gauge station.

Then the **National Animal Welfare Trust** Cornwall have officially celebrated the saving of 2,000 cats and 3,000 dogs and a tortoise.

Other news informs us that the up-grading of the main A30 roadway has resulted in evidence of 10,000 years of **Cornish history being unearthed**.

The dig found flint tools and a whole urn at Ventonleague, just west of Carland Cross.

Finally, the **St Ives Library** has hosted a reading and craft session. John Williams read from his new children's book, "The Good ship True Love."

Plenty of things to ponder and inspire as the land of our forefathers begins a new interesting journey.

Contributed, Rev Ted Curnow.

Photos of Wassailing and a short youtube video can be found at:

<https://www.stivesorchard.co.uk/wassail/>

"Zennor - Spirit of Place."

It was in 1922, that the author D.H. Lawrence visited Australia for six weeks and he wrote the novel "Kangaroo".

It's the story of English writer Richard Somers and one chapter includes Somers experiences in wartime St Ives but more recently, browsing through the 'St Ives Times and Echo' paper, I came across the review of, "Zennor: Spirit of Place."

This is both a book and film that have both now become run-away successes.

The film had a screening at the Portabello Film Festival in London last year and was among the five nominations for Best Film.

The film by Diane Taylor has been shown in West Penwith, including St Ives, and it explores the personal, social and political dramas which followed D.H. Lawrence and his German wife, Freda, in the ancient hamlet of Tregerthen, the coastal village of Zennor, during the first World War.

A host of famous artists, poets and occultists lived in the remote cottages around Tregerthen that has

been described as “a mystical place.” It was through the 20th century that characters involved in witchcraft, black magic, sexual rituals and alleged Nazi spy rings were part of Tregetheren.

Lawrence and Freda who had belonged to a nude dancing commune wanted to establish a utopian community there.

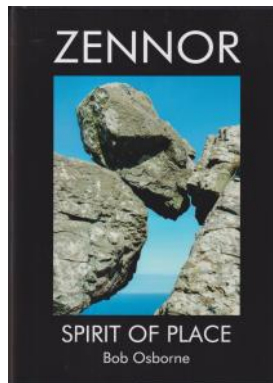
Freda had been a cousin to the famous RED BARON, the German fighter ace in World War I, “*It was in all probability this family connection that was the reason the military ordered the Lawrence’s out of Cornwall on 6 July 1917, although they had not endeared themselves to the locals by singing German folk songs.*”

You can also imagine the local gossip that suggested that at that time they were also spying.

Artist and film maker Bob Osborne says,

“I was unaware of Mrs Lawrence’s family connections until one night my friend and client Karl Weschke laid them out for me over a little supper in his home on Cape Cornwall.”

Weschke, had been a Nazi Commando and he had abandoned Nazism and turned artist while in a UK prison camp, later arriving in Cornwall.



By all accounts, “Zennor;- Spirit of Place” is an interesting creation that Bob Osborne describes as , “*a novel with a key featuring real people in a fictional context*”

Purchases can be made via the St Ives ‘Times and Echo’ Shop , price £15 .

<https://www.stivesnews.co.uk/shop>

Contributed by Ted Curnow. January 2024.

Barry Humphries rescue at Zennor

An actor, who has a leading role in a current London musical production was rescued by helicopter after he fell over a cliff on the coast of Cornwall, England, March 13. (1961).

Barry Humphries - who plays the part of Sowerby, the undertaker, in the west end play "Oliver!" - was on holiday at the time.

He was walking along the cliff when his wife slipped and fell.

In trying to rescue her, Humphries lost his balance and rolled down the 150 ft. slope on to rocks. Humphries, who was not badly hurt, struggled to a farmhouse half a mile away for help.

Police, firemen and coast-guards strapped the injured actor to a stretcher while the naval helicopter was finding a small piece of level ground to land.

Humphries was flown to the West Cornwall hospital at Penzance, suffering from a broken arm and other injuries.

The helicopter then returned to pick up his wife.

Story and footage:

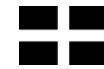
<https://reuters.screenocean.com/record/1294923>



Geelong Branch report

For our November meeting our members enjoyed a most enjoyable lunch at the Clifton Springs Golf Club.

Our meetings are held at the Uniting Church, Ormond Road, East Geelong at 1.30pm on the afternoon of the third Wednesday of the odd months.

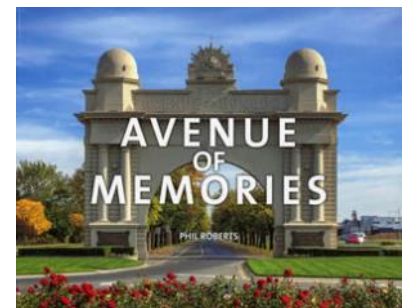


Ballarat Branch

The Branch meets at Skipton Street Uniting Church, 525 Skipton Street, Redan (corner of Darling and Skipton Streets) on the first Saturday of the even months.

The February speaker was Dr Phil Roberts OAM, a noted Ballarat historian and writer.

Some CAV Members may remember Phil speaking at our St Piran’s dinner in 2020, about his research into the Avenue of Honour, resulting in him being awarded the Victorian Premier’s History Award for his book *Avenue of Memories*.



Phil has written 21 books - six school histories; five sporting club histories; four local industry books and six community histories.

He began with the history of Ballarat High School, in 1981, (published in 1982 for the school’s 75th

Anniversary) and in this journey, he discovered that two of his great uncles attended the school - Norm and Ral (Morelle) McKenzie.

At a family gathering, Phil's aunt told him of the story - one he hadn't heard previously.

Each Monday, the two boys would ride from the family farm, in Garibaldi, to Buninyong Station - they took it in turns - one would ride the horse and the other would jog and then they would changeover - they left the horse with their brother who had a grocery store in Buninyong.

At Buninyong, they caught the train to Wendouree and then walked down Gillies Street to the school, arriving 15 minutes late.

The journey took them about three and a half hours.

In the afternoons, they did the return journey to Buninyong and then stayed with their brother until Friday afternoon, when they returned home to Garibaldi.

Phil shared information from some of his books, including some hints in writing, and it was a most entertaining afternoon.

Phil, also reminded us of the wonderful Ballarat Mechanics Institute (BMI) and its programme of Twilight Talks.

The first for the year is on Wednesday 28th February at 5.30 pm for 6.00 pm - *Writing a Memoir* - Dr Frank Hurley & Pastor Bill Sutcliffe.

Each talk lasts about 45 minutes. The first series this year is free, due to sponsorship from the Bendigo Bank, Buninyong.

BMI is located at 117-119 Sturt Street.

Tours of the collection are held regularly in the daytime.

<https://ballaratmi.org.au/>



Phil Roberts, Keith Lanyon and Jenny Burrell presenting Phil with a copy of *Agan Kernow*.

Cornish Rex Cat

The Cornish Rex is a breed of domestic cat.

The Cornish Rex has no hair except for down.

Most breeds of cat have three different types of hair in their coats: the outer fur or "guard hairs", a middle layer called the "awn hair"; and the down hair or undercoat, which is very fine and about 1cm long. Cornish Rexes only have the undercoat.

The breed originated in Cornwall.

Characteristics

The coat of a Cornish Rex is extremely fine and sometimes curly. Their light coat means that they are best suited for indoor living in warm and dry conditions, as they are sensitive to low temperatures. They like to stay near warm places such as computer monitors, light bulbs, laps and shoulders.

The breed is sometimes referred to as the Greyhound of the cats, because of the sleek appearance and the galloping run characteristic of the breed.

These cats tend to stay playful and kittenish throughout their long lives. Some Cornish Rexes like to play fetch, race other pets, or do acrobatic jumps.

The Cornish Rex is an adventurous cat and is very intelligent. It can readily adapt to new situations and will explore wherever it can go.

The Rex is extremely curious, seeks out the company of people and is friendly towards other companion animals.

Cornish Rex cats come in a wide variety of coat colours and patterns, outlined in the breed standard: solids, including white, black, chocolate, orange and the dilutes blue, lilac and cream; all forms of tabby including classic, mackerel and ticked tabbies, bicolour "tuxedo" coat in many colours, tortoiseshell, "smoke" colours and the colour-point pattern standard in the Siamese breed.

Origin

The Cornish Rex is a genetic mutation that originated from a litter of kittens born in the 1950s on a farm in Cornwall.

One of the kittens, a cream-colored male named Kallibunker, had an extremely unusual, fine and curly coat; he was the first Cornish Rex.

The owner then backcrossed Kallibunker to his mother to produce two other curly-coated kittens.



Goldsworthy Gurney, the inventor of limelight

Bernard Deacon

<https://bernarddeacon.com/2020/02/16/goldsworthy-gurney-the-inventor-of-limelight/>

With the recent success of the Cornish film *Bait*, it's an appropriate time to remember an unwarrantably obscure Cornishman.



Henry Lovell Goldsworthy

Gurney was born on February

14th, 1793 at Padstow and died at Bude as Sir Goldsworthy Gurney on February 28th, 1875.

Gurney's connection with the dramatic arts is via his improvement of stage lighting.

Gurney was one of that glittering band of Cornish scientists and inventors that included Humphry Davy and Richard Trevithick.

At first training as a doctor and taking over a medical practice at Wadebridge at the age of 20, Gurney uprooted himself and left for London in 1820. There, he became a lecturer in chemistry and a prolific inventor, including things such as high-pressure steam jets and early telegraphy.

In 1825, he had copied Trevithick and built a steam carriage.

This was more successful than Trevithick's earlier effort, proving itself between Gloucester and Cheltenham.

Unfortunately for Gurney, it came to nothing in the face of opposition from horse-drawn transport interests and prohibitive tolls on steam road vehicles.

From the early 1830s, Gurney divided his time between London and Cornwall, settling at the small maritime and resort town of Bude.

There he built Bude Castle near the beach, close to the canal that had been cut in 1823 to take sand and lime to inland farmers.

It was in the 1820s that Gurney improved on the oil lamps and candles previously used to light theatres.

He directed an oxyhydrogen flame at a cylinder of calcium oxide or quicklime, producing a brilliant light. These lights were called 'limes', hence 'limelight'.

This was followed up by 'Bude light', introducing oxygen to an oil-lamp flame to give a more intense

light, which was then ingeniously transmitted around his house by a number of mirrors.

Gurney used a similar technique when re-designing the lighting, heating and ventilation system of the Houses of Parliament, where the members were complaining of the smoke emitted by the candles that lit the place and the fetid stench that permeated the chamber.



The latter was caused by a lack of ventilation and the close proximity to the Thames, rancid with sewage. Gurney installed a new furnace and a system that circulated the air more efficiently, adding his lighting to illuminate the darker corners of the place.

He was knighted for this in 1863 but soon afterwards suffered a stroke.

He survived for a number of years however, and was buried at the peaceful church of Launcells, home of his first wife and close to the upper reaches of the Tamar.



Cornish Seal Sanctuary at Gweek

Gweek, a small village, about five kilometres east of Helston, at the head of the Helford River, is home to the Cornish Seal Sanctuary.

The seal sanctuary began in 1958 when the founder, Ken Jones, discovered a baby seal washed up on the beach near his home at St Agnes.

By 1975, the work had outgrown the single pool at St Agnes and a new site was found at Gweek. The Gweek site now has five pools and a specially designed hospital.

On average the centre has between sixty and seventy seals pups in its care.

The main reasons for a pup's rescue can be because it is separated from its mother and are unable to feed, or they can be entangled in marine litter. The aim is to release them back into the wild having given them the best chance of survival. The rescue normally starts with a call about an apparently abandoned pup. If the rescue team decide that the pup is in danger, it is captured and taken to the sanctuary. Upon arrival, a full medical assessment is carried out, and a course of treatment is decided. Many of the pups are malnourished, with infected wounds.

When the seal starts to recover and gain weight, it is transferred to a convalescence pool, where it interacts with convalescing and resident seals, and learns to compete for its food.

After a few months, when the seal has reached a good weight and is back to full health, it is released into the sea, preferably near where it was originally discovered.

Before release each seal is given a flipper tag, and recently also a hat tag which falls off at the first moult.

These provide useful information on the survival rate of the rescues.

The sanctuary aims to rehabilitate all rescued pups and has an impressive record. If a seal is considered unlikely to be able to survive in the wild, it joins the full-time residents at the sanctuary.

The long-term residents are seals unable to survive in the wild due to health reasons or just because they have been in captivity too long.

Some of the residents share a pool with the rescue pups. They help at feeding times by demonstrating to the pups the best way to compete for their food.

The Lost Land of Lyonesse

Lyonesse is a kingdom which, according to legend, consisted of a long strand of land stretching from Land's End at the southwestern tip of Cornwall, England, to what is now the Isles of Scilly in the Celtic Sea portion of the Atlantic Ocean. It was considered lost after being swallowed by the ocean in a single night. The people of Lyonesse were said to live in fair towns, with over 140 churches, and work in fertile, low-lying plains.

Lyonesse's most significant attraction was a castle-like cathedral that was presumably built on top of what is now the Seven Stones Reef between Land's End and the Isles of Scilly, some 18 miles (29 km) west of Land's End and 8 miles (13 km) north-east of the Isles of Scilly.

Lyonesse is mentioned in Arthurian legend, specifically in the tragic love-and-loss story of Tristan and Iseult.

It was the home of the hero Tristan (one of the Knights of the Round Table), whose father Meliodas was king of Lyonesse.

After the death of Meliodas, Tristan became the heir of Lyonesse, but he was never to take up his inheritance because the land sank beneath the sea while he was away at his uncle King Mark's court in Cornwall.

In later traditions, Lyonesse is said to have sunk beneath the waves in a single night, but stories differ as to whether this catastrophic event occurred on 11 November 1099, or 10 years earlier.

According to one legend, the people of Lyonesse had committed a crime so terrible that God took his revenge against them and their kingdom. The exact nature of the crime is never specified, but the legend tells of a horrific storm that occurred over the course of a single night, resulting in an enormous wave that swallowed the kingdom.

Local Cornwall village tourism guides offer stories of a man who escaped the storm and a subsequent wave while riding a white horse.

Apparently, the horse lost one of its shoes during the escape. The rider's name is thought to be Trevelyan (or Trevilian). The rider had been out hunting during the day and had fallen asleep under a tree. Trevelyan was awoken by a horrible noise and raced across the land to higher ground.

Today, many myths and legends continue to arise about Lyonesse without physical evidence. Included among these legends are tales of local fishermen who claim that on calm days, one can still hear the bells of the many churches softly ringing in the seas off the west Cornish coast. Local fishermen also claim that they have caught glass, forks, and wood in their fishing nets.

Wikipedia

Fogou

A fogou is an underground, dry-stone structure found on Iron Age or Roman-British-defended settlement sites in Cornwall, with one being located at the Iron Age village of Carn Euny, near the village of Sancreed.

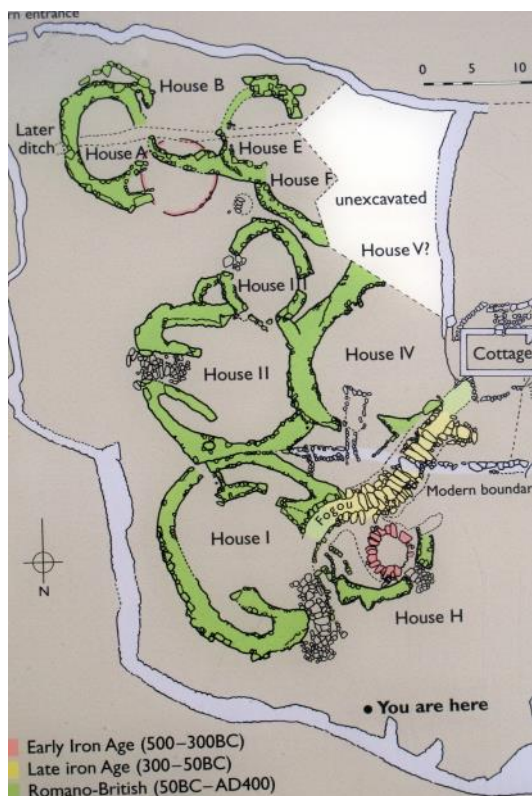
Traces of human activity in Carn Euny have been detected from the early Neolithic period.

The first settlement of wooden huts was around 200 BCE. In the 1st century BCE, these were

replaced by stone huts, the remains of which are still visible. The houses were of a type with enclosed courtyards.

At this time, the people of Carn Euny lived from agriculture, livestock, trade, and perhaps tin mining. The most important structure of the site is certainly the fogou (Cornish for cave), a man-made underground passage which is covered with massive stone slabs.

(Photos at St Euny showing fogou and its position)



From Transcriptions of the West Briton Newspaper - November 1854

(a project of the Cornish Online Parish Clerk - <https://freepages.rootsweb.com/~wbritonad/genealogy/>)

This is a wonderful project and reading through the transcripts of newspapers, you can often find snippets relating to your family.

Unfortunately, William Nicholls or his cousin Henry Jenkin, mentioned in this article, weren't family members of interest to me, but William's story details some of the horrors experienced by those who decided to embark on sea voyages to a 'better life'.

LOSS OF THE "ARCTIC" -

The following letter has been forwarded to us for insertion, written by WILLIAM NICHOLLS to his relatives at Scilly.

He was a passenger on board the "Arctic," and gives an account of the dreadful catastrophe which occasioned the loss of that vessel, and a great destruction of human life.

The letter is a favourable specimen of the result of the writer's schooling at Scilly, where he was a pupil in the school founded by Mr. AUGUSTUS SMITH for the benefit of the people of those islands, the education of the youth in this instance, having been connected with industrial training.

It appears he has been in Mr. A. Smith's employ from a little boy, and learnt his trade as an apprentice in Mr. Smith's carpenter's shop.

His cousin, HENRY JENKIN, having been four or five years in California, and succeeded well at the diggings, came home for a short time to visit his friends, and induced Nicholls to accompany him back, paying his passage out for him.

A Miss MURTON, mentioned in the letter, is stated to have been a native either of Falmouth or the neighbourhood of Truro, and was going out, under the care of those young men, to be married to another Scillonian settled in California, to whom she had been long engaged.

The following is the letter from William Nicholls:-

New York, Oct. 18th, 1854.

Dear Parents, Brothers, and Sisters,
I am still spared to write you once more, to let you know what has transpired since I left Liverpool. I think you will be sure to hear of the loss of the "Arctic" in the papers; but cheer up your spirits all

of you, for I am spared a little longer; but my time was nearly to a close on the evening of September 27th.

There were three hundred souls perished that night, the greatest part of whom I saw perish with my own eyes.

We sailed from Liverpool on the 20th of September, and went on our voyage very comfortably till the 27th.

That morning was densely thick with fog; I don't believe you could see twice the length of the ship. During the fog there was no bell kept ringing, nor yet any sort of alarm made.

The "Arctic" was going at full speed not less than 12 1/2 or 13 knots per hour.

At twelve o'clock that day, we came in collision with a French Propeller coming towards us at full speed and with sails set, at the rate of 10 knots an hour.

The man standing on the look out, ordered the helm to be altered, which was directly obeyed; but the vessel being so near us there was not time to get out of one another's way.

She struck us with a heavy crash on our starboard bow, and then sheared off; the chief mate and four hands went off in the boat to see what damage had been done to the Propeller, little thinking our own vessel was in so much danger.

In twenty minutes time we saw the other vessel, and to our surprise she looked frightful; she was cut from her bow to her fore rigging, level with the water; from the appearance you would think the vessel would sink at once, but we soon lost sight of her.

When Captain LUCE found our vessel was making water fast, the ship's head was put for Cape Race; during this time we saw the chief mate, but could not stop to pick him up, we then saw him no more.

The wheel of the "Arctic" went over the Propeller's boat, there were thirteen people in her, one was pulled on board the "Arctic" by a rope, and the rest was destroyed by the wheel.

I saw it myself, but it was enough to break one's heart to look at it.

We made towards the land till the fires went out, and the pumps were kept rapidly to work by the passengers and firemen.

The officers and seamen all left the ship first; the fifth boat had left, and I saw no chance of getting away; during this time Captain Luce gave orders to launch the sixth over the side and make a raft as quick as possible.

The boat was no sooner in the water, than she filled with people.

The Captain gave orders that not too many should get in the boat, till the raft was finished, cousin Henry was in the boat, and helped them make the raft, but before they had properly finished it the boat was overcrowded with firemen, and they had to cut the boat's painter and let her go off.

I was standing on the guards of the paddle box, looking at her drift.

I then saw the side lights of the cabin were in the wash; and I thought if my life was to be saved, I would try for the boat.

I threw off my coat and jumped on the raft, and was on it five minutes, when by some means I got tripped off, and then I struck out for the boat; cousin Henry was very glad to see me swim off, the distance was about as near as I can tell you from our house to the watch-house, and I found that quite far enough with my clothes on.

The "Arctic" disappeared at four o'clock p.m., and dear parents what an awful sight it was to see near three hundred people go down with her.

We were left without an oar in the boat, and had no provisions.

We had then to go just where the sea would drive us; we took up a cabbage and a pumpkin floating about among the dead bodies.

We fell in with some pieces of wood which we made to answer for oars; and we came across a spar and rode to that till the next afternoon four o'clock.

We had some very heavy seas on Wednesday night, quite enough to swamp our little boat, but we watched her very carefully, and the next morning the sea went down very smooth.

I would not, dear mother, for you to have seen me in the boat for all the gold that is in California.

I was very cold in the boat that night; it was the worst and sorrowfullest night that ever passed over my head.

We were taken up by the barque "Huron" bound to Quebec, and were in the boat twenty-four hours.

I eat nothing but a cabbage leaf from Wednesday morning eight o'clock till Thursday evening at five.

We were on board the barque until the following evening, when we spoke the ship "Lebanon," bound to New York; the captain agreeing to take eighteen on board, and we remained in her until the 9th of Oct., when seventeen of us came to New York in a pilot-boat, about three hundred miles.

The reason we came in the pilot-boat was the wind was light.

We left Mr. DORIAN, on board the "Lebanon," the

third officer, as she was short-handed.

There were 250 passengers on board the "Arctic," the passengers and crew amounted to 400; there were thirty men and a boy saved in our boat, only five of whom were passengers.

Dear Parents, this has been but a poor beginning with me;
I hope this will find you all in good health, as I am enjoying at present.
We shall leave New York on the 20th, for California.

Don't trouble yourselves about me, for I am with a brother; if he had been my brother he could not be kinder.

Dear Parents, it looked hard to see so many souls perish instantly; but no assistance could be rendered. Cousin Henry would have like to save Miss Murton, but she fared the fate of a watery grave.

I stood by her the last ten minutes, till it was dangerous.

I have lost all my clothes, but I don't count them anything, as my life was spared.

I must now conclude with my kind love to you all; I don't know when I may see you; I kept my spirits up well during the catastrophe; I was not hurried the least, I took it very cool, for I thought it would be the best way.

I never saw any one take a thing cooler in my life than cousin Henry.

I still remain your affectionate son, William Nicholls.

<https://freepages.rootsweb.com/~wbritonad/genealogy/cornwall/1854/misc/nov.html>

From Wikipedia

SS *Arctic*, an American paddle steamer owned by the Collins Line, sank on September 27, 1854, 50 miles (80 km) off the coast of Newfoundland after a collision with SS *Vesta*, a much smaller French vessel.

Passenger and crew lists indicate that there were probably more than 400 on board; of these, only 88 survived, most of whom were members of the crew. All the women and children on board perished.

After the collision her captain, James Luce, first attempted to assist the stricken *Vesta*, which he believed was in imminent danger of sinking.

When he discovered that his own ship had been seriously holed below the waterline, he decided to run her towards the nearest land in the hopes of reaching safety.

His plan failed; the engines stopped when the ship was still a considerable distance from land. *Arctic's* lifeboat capacity was sufficient for fewer than half of those on board; when Luce ordered these launched, a breakdown in order and discipline meant that most places in the boats were taken by members of the crew or the more able-bodied male passengers.

The rest struggled to build makeshift rafts, but most were unable to leave the ship and went down with her when she sank, four hours after the collision.

Vesta, which initially appeared to have sustained mortal damage, was kept afloat by her watertight bulkheads and managed to limp into harbor at St. John's, Newfoundland.

Two of the six lifeboats that left *Arctic* reached the Newfoundland shore safely, and another was picked up by a passing steamer, which also rescued a few survivors from improvised rafts.

Among those saved was Luce, who had regained the surface after initially going down with the ship.

The other three lifeboats disappeared without trace.

The limited telegraph facilities of the time meant that news of *Arctic's* loss did not reach New York City until two weeks after the sinking.

Initial public sorrow at the ship's loss quickly turned to anger at the perceived cowardice of the crew.

Despite press calls for a full investigation into the disaster, none took place, and nobody was held legally responsible.

Demands for the introduction of further safety measures on passenger-carrying vessels were likewise sidestepped.

Luce, who was generally exonerated from blame by the public, retired from the sea; some of the surviving crew chose not to return to the U.S.

The Collins Line continued its transatlantic service until further maritime losses and insolvency led to its closure in 1858.



N. Currier (New York company) - U.S. mail steam ship Arctic, from an original 1850 lithograph by N. Currier, Prints and Photographs Online Catalogue, U.S. Library of Congress

Ancient findings in Cornwall uncovered during A30 road upgrade

A Roman road and a Bronze Age burial mound were among the uncovered after work on a road in Cornwall.

Work is being carried out to upgrade the A30 between Chiverton and Carland Cross.

Archaeological investigations have been completed in 16 separate areas as part of the upgrade, and findings span 10,000 years of Cornish history.

Flint tools and waste were found, marking an area where people had gathered for thousands of years to prepare tools from flint pebbles carried up from the north coast.

Cornwall Archaeological Unit unearthed different findings across about 10 miles (16.09 km) where the work has been taking place.

Next to the Chybucca junction, the remains of 50 or so huts and a blacksmith's forge were uncovered.

These were the remains of a United States Army base in use from 1943 up until D-Day in June 1944.

At Marazanvose, old sections of road were found with ditches either side to carry water away from the carriageway.

The investigations team believe the original road is likely to be Roman, or even earlier.

<https://www.bbc.com/news/uk-england-cornwall-68107178>

Isles of Scilly ferries £48.4m funding will 'return to treasury'

Nearly £50m of government money given to provide new ferries for the Isles of Scilly is expected to be returned.

This follows the existing provider, Isles of Scilly Steamship Group (ISSG), signing contracts to privately fund the project.

The government had allocated £48.4m to the Council of the Isles of Scilly to pay for new vessels. The deal "guarantees the long-term future of passenger travel and freight supplies" to and from the islands, the group said.

The formalising of the contracts follows a letter from Michael Gove MP, Secretary of State for Levelling Up.

The letter to the Council of the Isles of Scilly said "once these contracts are signed, our expectation is that there will be no rationale for the Levelling Up Fund monies to be used to provide vessels for a competing service".

ISSG currently operates passenger and cargo links between Penzance and St Mary's, and said construction on the vessels would begin in spring this year.

Mr Reid, CEO of ISSG, said the vessel project team and partners had been working "very hard" to put in place the final elements of a long-term plan.

He said: "Signing these contracts allows us to provide a strong and sustainable solution that meets the travel and freight requirements of the Isles of Scilly for generations to come."

ISSG has taken out a private £33.6m loan to pay for the new vessels.

<https://www.bbc.com/news/uk-england-cornwall-68027954>

Redruth's teenage town crier looking for a makeover

A teenage town crier from Cornwall is hoping a more modern outfit will give the role a new lease of life.

Max Morrison, 18, became Redruth Town Crier last year but the traditional garb does not fit him very well.

It has been described as "a very tired 20th Century pastiche of a Poldark costume".

Now Mr Morrison is getting a brand new outfit, called the Story Coat - set to be unveiled on St Piran's Day on 5th March.

Redruth artist Sue Hill is leading the project to replace the coat.

The new coat will feature a printed silk lining, Redruth artist Tony Minnion has been collecting images from local people to use in the lining print.

<https://www.bbc.com/news/uk-england-cornwall-68004787>

Value of seafood in Cornwall shown in new report

Fishermen helped to bring in more than £170m to the Cornish economy in 2021, a new report has shown.

The research, from Cornish Fish Producers Organisation (CFPO), showed that each fisherman supports 15 more jobs in the seafood trade.

Newlyn is the busiest port in the county, landing more than £30m of shellfish and other fish in 2021. Crab valued at more than £6m was caught in the same year, making it the most lucrative catch.

The report was commissioned by the CFPO to find

out the value of seafood to Cornwall and the Isles of Scilly.

It found that the seafood sector made £174m in 2021 and employed about 8,000 people around the county in a variety of roles including fishing, processing and restaurants.

The report described buying fish from a fishmonger in a harbour full of fishing boats as a "visitor experience" which helps boost tourism.

<https://www.bbc.com/news/uk-england-cornwall-67957100>



Newlyn Harbour fishing fleet.

Half a million pounds to go to Cornish language and culture in devolution deal

More than £500,000 has been allocated from Central Government to boost Cornish language, as part of the devolution deal for Cornwall.

The government investment will increase Cornish language work in schools, the screen industry and the community giving additional income to Cornish community groups and suppliers.

Funding will also be going to 40 primary schools in Cornwall, who already use the Cornish language as part of the GoCornish project.

Young families are also set to benefit, with nursery aged children able to access Cornish language events at libraries.

Councillor Carol Mould, portfolio holder for neighbourhoods, said:

"This is great news and will help raise the profile of our distinctive Cornish language, culture and heritage.

"It will also create opportunities for a new generation of young people to learn skills to keep our traditions alive."

It's hoped the cash will also be used to promote Cornwall's growing film and digital media industries, building on the success of some short films in the Cornish language on BBC iPlayer.

Screen Cornwall managing director Laura Giles said:

"We are delighted to be taking further steps towards a stronger and more authentic media representation for Cornwall that will build a vibrant

ecosystem for companies and creatives working in the region."

<https://planetradio.co.uk/pirate-fm/local/news/half-a-million-pounds-to-go-to-cornish-language-and-culture-in-devolution-deal/>

Beavers return to Poole Farm in Plymouth

A pair of Eurasian beavers have been released into the re-wilding enclosure at Poole Farm in Plymouth.

The male and female are unrelated orphans from the Tay Catchment in Scotland and have spent the last few months at the Cornish Seal Sanctuary.

The beaver introduction is part of the Green Minds project, a Plymouth City Council initiative which has overseen a number of urban wilding project across the city.

<https://planetradio.co.uk/pirate-fm/local/news/beavers-return-to-poole-farm-in-plymouth/>

Cornish Seal Sanctuary welcome baby beavers

The kits will learn to be adults in their specially-built nursery. For the first time in two years - the Cornish Seal Sanctuary have welcomed three baby beavers.

The Eurasian beaver kits are all siblings, and will learn to be adults in their specially-made nursery. The trio, who are less than a year old and were rescued by the Beaver Trust, will later be moved to a larger habitat, where they'll be able to build dams, lodges and shape the woodland area for their needs.

It comes after beavers Norbert and Barbara, who had been living at the Cornish Seal Sanctuary since 2020, moved onto their new home at Poole Farm, Devon, following a successful rehabilitation.

Beavers are known as a 'keystone species', as their natural behaviour has a big impact on our landscape and wildlife. By damming waterways, beavers pool water, creating new wetland and attracting wildlife, which in turn provides a home and water source for many species.

<https://planetradio.co.uk/pirate-fm/local/news/cornish-seal-sanctuary-welcome-baby-beavers/>