

PRESIDENT'S REPORT

Dyth da. Fatla genes?



On behalf of all members of the Cornish Association of Victoria, we send our sincere condolences to Alison and the family on the death of Lindsay Chapman and also to the Phillips family on the death of Gwen Phillips. Both Lindsay and Gwen served terms as President and were wonderful promoters of Cornwall and were willing workers and great contributors to the success of the Cornish Association.

During my illness, I would like to give my thanks to the Committee members and other members who have represented the Association at the various functions which have occurred.

By all accounts, the Highland Games at Croydon turned out to be a success. Many people came by and expressed their interest in the large map of Cornwall and were keen to point out where their ancestors came from. We hope to build on this interest and have people write their name and pin it on the map so we can have a comprehensive idea from where these people's ancestors came.

At the recent Committee Meeting, Ken reported on the sale of our new cookbook, so thank you to all those members who contributed to it.

The Committee meeting was full of discussion on our future program and I can assure you that there will be a number of interesting talks.

Judy Wright, our new committee member via Hayle and New Zealand, gave us a number of ideas and she will be introducing news from Cornwall at future meetings.

I think you will enjoy the program we have planned for you. (see page 2)

Our AGM will be held on July 20th - again an open meeting at Preston and via Zoom.

Finally, a reminder for the next big event where the CAV will be represented at Portarlington, in June, for the National Celtic Folk Festival - if you are down the coast for the day or weekend, we would love to see you especially Neil and the Geelong branch who do a sterling job every year to represent us.

I look forward to seeing you at meetings either at Preston or via Zoom.

Oll an gwella,
Brian



CORNISH ASSOCIATION OF VICTORIA, INC.

**NEWSLETTER
No. 149**

May 2024

Corporation Reg. No. A0008264A

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Membership Fees

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

DIARY DATES

Saturday 18th May at 1.30 pm

The topic for the May meeting is 'Historical and Community Festivals in Cornwall'. We all know about 'Flora Day' and the 'Obby 'Oss' festival at Padstow but what about those smaller ones we don't know much about?

Your host will be CAV Committee member Judy Wright. - this will be at Darebin NW UC, 399A Murray Road, West Preston. BYO Lunch at 12 noon.

Zoom details will follow

On the day if you have any difficulties connecting, please ring Robyn 0419 551 320

Saturday 8th - Monday 10th

June at Portarlinton - National Celtic Folk Festival - The CAV Geelong Branch will have a stall, as it usually does, at this festival. Our CAV Recipe Book will also be for sale. The CAV stall attracts a large number of people each year and we are sure it will again in 2024.

The National Celtic Folk Festival has become a winter staple in the small, historic town of Portarlinton - the event now includes a wide variety of activities including the Irish and the Scots, bush dances, theatre, pipes and drums, Celtic martial arts and most recently, the Heavy Games.

Saturday 15th June at 1.30 pm -

Zoom only

The topic for this meeting is '**Villages and Towns in Cornwall close to the hearts of CAV members**'. We are asking CAV members to talk for 3-4 minutes about a village known to them. It doesn't matter how small the village. Those members who wish to speak don't need to have photographs or a PowerPoint. Just tell our host Ken Peak before the day that you wish to speak. There will be some members who wish to speak that do have photos or a PowerPoint, and if so, could you

please send them to Ken at pkicons29@bigpond.com.

Saturday 20th July at 1.30 pm

- **AGM** - see notice on p 3

This will be followed by a presentation. The topic for the July meeting is a secret, but our host Judy Wright has prepared a presentation about 'Somewhere in Cornwall'.

This will be at Darebin NW UC, 399A Murray Road, West Preston. BYO Lunch at 12 noon. Zoom details will follow.

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 July 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

ANNUAL GENERAL MEETING CORNISH ASSOCIATION OF VICTORIA, INC.

Saturday 20th July 2024

Notice is hereby given of the Annual General Meeting of the Cornish Association of Victoria, Inc. to be held at the Darebin North West Uniting Church, 399A Murray Road, West Preston, at 1.30 p.m. on Saturday 20th July 2024.

The ordinary business of the meeting will be:

- * To confirm the minutes of the Annual General Meeting held 16th July 2023
- * To receive the report of the President.
- * To elect Officers of the Association and ordinary members of the committee.
- * To receive and adopt the financial statements submitted by the Treasurer in accordance with section 94 (1) of the Act.
- * To discuss the future operation of the Association in 2024 and beyond.
- * Other business, of which 14 days' notice has been given to the Secretary, prior to the meeting.

Committee Nominations

The closing date for nominations for the Committee is **6.00 p.m. 5th July 2024**, and these must be received by the Secretary, Ken Peak, prior to that date. Nomination Forms may be obtained from the Secretary.

In the event of an election being necessary for the position of Committee Member (a total of 13 Committee Members are allowed) voting will take place between 1.30 p.m. and 2.00 p.m.

Voting will be by show of hands, unless otherwise requested by the candidate.

Each member is entitled to appoint another member as a proxy by notice given to the Secretary no later than 24 hours before the time of the AGM.

Members nominating are invited to forward to the Secretary, a short resume of details applicable to their nomination, at least seven (7) days prior to the meeting.

This information will be made available when candidates are individually introduced at the meeting.

Ken Peak
Secretary
Cornish Association of Victoria
15 Shorthorn Crescent DOREEN 3754
Phone: 0400 309 469
Email: pkicons29@bigpond.com

Recent happenings

The first three meetings, at the CAV, in 2024, have seen an interesting and varied programme.

In February, we toured St Michael's Mount with Ronald Hawken and Ken Peak.

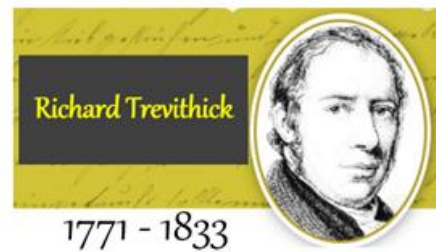
St Piran was the focus of the March meeting - Ken Peak gave a extremely well researched and informative presentation on the life of St Piran and Robyn Coates spoke about St Piran's Oratory.

All presentations can be found at

<https://www.cornishvic.org.au/latenews.html>

In April, our attention turned to Richard Trevithick. Evelyn Jones and Judy Wright presented a pictorial address using notes from a Lindsay Chapman presentation many years prior.

This was not recorded, so the notes are included below.



Richard Trevithick was no ordinary man. He was a genius.

Born 1771, in Illogan near Camborne. His 62 years on this planet were spent inventing stuff. He developed the use of high-pressure steam that would basically transform the future of mass transportation and Britain's place at the forefront of the industrial revolution.

He also helped transform Cornwall's fortunes as an important cog in the globe's mining industry. So, it's deeply fitting that the town of Camborne pays tribute to the great man, his inventions, and his importance to Cornwall's mining heritage with the annual "Trevithick Day" celebrations which take place on the last Saturday in April.

Today we will look at his life and a time line of some of the other major achievements of this outstanding Cornish engineer and inventor.

1771

Richard Trevithick was born on 13th April, he was the youngest-but-one child and the only boy in a family of six children.

His mother Anne Teague was the daughter of a miner and his father, "captain" Richard Trevithick Snr. was at this time mine captain at the Dolcoath mine with an impressive reputation.

Their home was near the foot of Carn Brae and Richard was baptised in the Parish of Illogan. At the time of his birth, the major occupations of the Cornish were related to agriculture, fishing, seafaring, and mining.

Cornwall was generally regarded as a remote area with little communication with the rest of England by land, with the Tamar River being the natural boundary.

Land transport was by foot or horseback and goods were carried by pack horses.

The duchy was however well served by a number of natural harbours and the mining industry was making good use of some, including Portreath, Hayle, Penryn and Penzance.

Whilst tin had been mined in Cornwall for centuries, copper was then being mined extensively and the early steaming methods had been replaced by deep shaft mining.

Richard was sent to the village school at Camborne, but didn't take much advantage of the education provided – one of his school masters described him as "a disobedient, slow, obstinate, spoiled boy, frequently absent and inattentive".

An exception was arithmetic, for which he had an aptitude, but arrived at the correct answers by unconventional means.

He was immersed in mining and engineering from a young age as the son of a mining captain. By his early teen years, he was appointed Engineer at many mines despite his father's protests to the mine's agents that he was far too young for that level of responsibility.

However, he was enthusiastic, clear thinking, physically strong and quick to act on any given task. He was popular with the miners because of the respect they had for his father.

Steam wasn't new to the mining industry.

Thomas Newcomen had developed an atmospheric pumping engine in 1712, which also became known as low-pressure engines.

The first recorded application of a Newcomen engine in Cornwall was at Breage in 1715 and by 1771 a number of mines were using this technology.



THOMAS NEWCOMEN

James Watt had made a most significant contribution to the development of the "Steam Engine" his improvements had both increased their power and given big reductions in the amount of coal that was being burnt to provide the energy source.

James Watt, on behalf of his partnership with Matthew Boulton, held a number of patents for improving the efficiency of Newcomen's engine, and begun to levy the mine owners who used their engines on the basis of the achieved cost savings.



1797

As Richard's experience grew, he realised that improvements in boiler technology now permitted the safe production of high pressure steam. Trevithick became engineer at Ding Dong Mine in 1797 and it was here that he (in conjunction with Edward Bull) pioneered the use of high pressure steam.



He worked on building and modifying steam engines to avoid the royalties due to Watt. He became well aware of both the limitations of the Boulton and Watt engines and their restrictive patents and quickly demonstrated his initiative and skills.

On November 7th at St Erth Parish Church he married Jane Harvey, the daughter of John Harvey who operated the Hayle Foundry. They first rented a home in Redruth, before moving to Penponds, Camborne where they stayed for some ten years.



His engineering career became more settled and he was in great demand, records indicate that he had an association with up to twenty-seven local mines.

By June 1800 the Boulton & Watt patent had expired and this factor alone had a huge influence on the subsequent history of Cornish mining and Richard Trevithick's own career.

His inventiveness had flared and he began the practice of submitting his design sketches to his great friend Davis Gilbert a university-trained mathematician and scientist for comment and advice.

Some of these inventions were:

- 1797 - High Pressure Steam Engine
- 1801 – Steam Powered Road Vehicle
- 1804 – Steam Railway Locomotive
- 1806 – Steam Powered Dredger
- 1812 – Cornish Boiler & Engine
- 1812 – Threshing Machine

The most significant of these was the high-pressure steam engine which eliminated the need for the huge

beam and the costly associated massive engine house.

It began replacing horse whims in engine houses across Cornwall in the early 1800s. Its evolution alone ensured that England was to the fore in the industrial revolution. Its impact on the industrial scene can be compared to the miniaturization that was later achieved by the introduction of the internal combustion engine which in turn caused the virtual demise of the steam engine as a source of both industrial and motive power.

He then turned his attention to transportation and determined to build a steam powered carriage. The literature suggest that the earliest record of a steam-powered carriage was one constructed by Nicholas Joseph Cugnot in Paris during 1769, it however had proved impractical due to a lack of steam power.

There are also records that William Murdoch, a Redruth engineer who has served as an agent and constructor for Boulton & Watt had produced a small steam powered model as early as 1784 and it is possible that Trevithick knew of that work.

1801

However, it is generally agreed that no one had ever produced a full-sized steam powered vehicle that was capable of carrying a load in a manner that rivalled a horse and wagon.



The development and operation by Richard Trevithick of the world's first self-propelled road carriage is well documented and created history when it ran up Camborne Hill on Christmas Eve 1801.

1803

The construction and demonstration of a second road vehicle "The London Steam Carriage" took place. It is understood that Trevithick completed this vehicle at the suggestion of those who processed his patent to show that such a vehicle



was more practical if operated on better road surfaces, thus its dispatch to London.



Historians generally agree that if Richard Trevithick had gathered a team of engineers and tradesmen and established his own manufacturing business, at this time, his life may have taken a different path, as he would have gained a reasonable reward for his inventions.

It would appear that he virtually worked part time as a consultant and put a lot of energies into a multitude of developments that never gained him due reward.

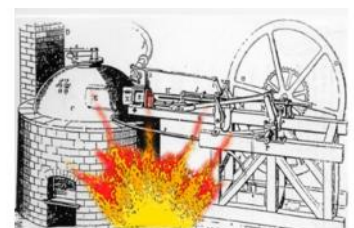
He would see challenge in a perceived need or a specific request for his help and would service it by providing designs and then supervision of the construction and installation often without seeking a firm contract.

Thus, his income was to say spasmodic and uncertain.

During this year, one of Trevithick's stationary pumping engines in use at Greenwich exploded, killing four men. Although Trevithick considered the explosion was caused by another case of careless operation, rather than design error, the incident was exploited relentlessly by Boulton & Watt (competitors and promoters of the low-pressure engine) who highlighted the perceived risks of using high pressure steam.

Trevithick's response was to incorporate two safety valves into future designs, only one of which could be adjusted by the operator.

This enhanced his reputation and gained him many more orders.



Engines to his designs were soon being widely manufactured and Samuel Homfray of the Penydaren Iron Works, in Merthyr Tydfil, South Wales, bought a share of the patent and promoted the construction of steam engines for a multitude of industrial and mining application. Samuel Homfray brought Richard Trevithick to his Penydarren ironworks.

Homfray was interested in the high-pressure engines that the Cornishman had developed and installed in his road engines.

He encouraged Trevithick to look into the possibility of converting such an engine into a rail-mounted locomotive to travel over the newly laid tramroad from Penydarren to the canal wharf at Abercynon.



1804

Trevithick started work on the locomotive in the autumn of 1803 and by February 1804, it was completed.

The world's first locomotive-hauled railway journey took place on 21 February 1804, when Trevithick's unnamed steam locomotive hauled five cars of iron for nine miles from Penydarren Ironworks to the Merthyr Tydfil-Cardiff Canal at Abercynon, but the excessive weight cracked the iron rails, rendering it impractical. After three runs, the locomotive was retired and later used as a stationary engine to power a forge hammer.

Christopher Blackett, proprietor of the Wylam colliery near Newcastle, heard of the success in Wales and wrote to Trevithick asking for locomotive designs. These were sent to John Whitfield at Gateshead, Trevithick's agent, who in 1804 built what was probably the first locomotive to have flanged wheels. Blackett was using wooden rails for his tramway and, once again, Trevithick's machine was to prove too heavy for its track.

1806

Trevithick successfully submitted proposals to the lighthouse organization, Trinity House, for dredging aggregate for ships' ballast, using steam power on the Thames. He was paid by results, receiving sixpence for every ton lifted from the river. By that time a lot of stationary steam engines constructed to his specification were operating on or by the Thames and he was needing to spend a lot more time away from Cornwall and his family.

1807

Another project that Richard Trevithick became involved with was the Thames Drift Tunnel. Started in 1805, Cornish Engineer Robert Vazie was selected by the Thames Archway Company to carry out the work. At that time there were no known tunnels under waterways.

Unfortunately, the firm strata anticipated were mostly sand and gravel with pockets of quicksand. After a year Vazie had only driven a shaft 42ft deep and money was running out.

On the recommendation of Trevithick's friend Davis

Gilbert, Vazie called on Richard Trevithick as "a person skilled in mining" for advice and help. The company directors agreed to pay Trevithick £1,000 if he could successfully complete the tunnel, a length of 1,220 feet or £500 pounds if he was ordered to stop in the middle but was to receive nothing in the event of him not succeeding. He immediately went to work bringing experience miners from Cornwall. Trevithick's men made fine progress while tunnelling through London clay, but once they got under the Thames they had constant trouble.

Nevertheless, the Cornishmen made progress, and by January 1808 Trevithick reported that his drift was within 140 feet of the north bank of the Thames and would be completed in a fortnight. However, things went from bad to worse, quicksand, then water and flooding, the Thames Archway Company had had enough. Its funds were exhausted.

1808

Trevithick saw opportunities in London and persuaded his wife and four children, who reluctantly joined him, for two and a half years lodging first in Rotherhithe and then in Limehouse.

During July Trevithick once again sought to promote interest in steam locomotion by a demonstration in London.

The event was publicised as "Trevithick's Portable Steam Engine "Catch – me – who - can." Mechanical Power Subduing Animal Speed and was first promoted as a race between a horse and the engine to be held at Newmarket.

Although that stunt never eventuated a number of newspaper items referred to the demonstration that subsequently took place in an open area near today's Euston Station.

He demonstrated it to Londoners on a circularly fenced in track, charging a shilling a head. For three or four weeks the engine is operated with varying success,

Finally, a rail breaks, the engine is derailed and Trevithick, out of money, discouraged and sick at heart, gives up and designed no more railway locomotives.

It was the needs of the coal mining industry in the north of England that



really motivated the further development of the steam locomotive and the introduction of the public railway.



Business wise Trevithick entered a partnership with Robert Dickinson. Dickinson supported several of Trevithick's patents. A couple of interesting patents at this time were for:

- A steam tug with a floating crane propelled by paddle wheels.
- Installation of iron tanks in ships for storage of cargo and water instead of in wooden casks

All great practical ideas, clearly demonstrated and subsequently further developed by others, but ones that gave little financial reward to Richard Trevithick. Trevithick worked on various ideas on improvements for ships: iron floating docks, iron ships, telescopic iron masts, improved ship structures, iron buoys and using heat from the ships boilers for cooking.

1810

Trevithick became seriously ill with typhus and gastric fever and was laid low for some months. When he was stronger the family were encouraged by Jane's brother, Henry Harvey to return to Cornwall and being well pleased to leave the grimy conditions in Limehouse, sailed home on a Falmouth Packet.

Just two months before they arrived back in Cornwall his mother died and he and the family moved into his mother's home at Penponds.

1811

In February he and Dickinson were declared bankrupt. They were not discharged until 1814, Trevithick having paid off most of the partnership debts from his own funds.

Early literature suggests that it was likely due to some unscrupulous actions by Dickinson and his own lack of attention to all of their dealings other than those of an engineering nature.

With the strong support of his wife Jane, he gradually reverted to his earlier consultancy practice and resumed his efforts to have mine managers upgrade their plant and utilize higher steam pressures.

1813

Trevithick got an unexpected order for a large number of portable pumping engines to be used on silver mines high in the Andes in Peru.

It took three years to make the engines in Hayle, Cornwall.

He sailed to South America again leaving Jane and the family in Cornwall, to ensure that his engines were correctly employed.

The engines would have to be taken to the mines by mule which limited the weight of each piece to 280lbs.

By this time, the company had no money to pay the bill (a familiar story). Trevithick took up an interest in the mine as a result, but never did get his money back.

1827

In all, Trevithick was away from home for eleven years. Wrongly thinking that his inventions would provide his family with money. His wife and children had to be provided for by her brother as no money was sent by him while away.

He set off with high hopes for Lima, hoping to become wealthy. Eleven years of frustration and wandering followed, with civil war having brought mining to an end and lucky to be alive, he returned to England penniless.

1832

He was invited by John Hall, the founder of J & E Hall Ltd to do some development work on an engine of a new vessel at Dartford. The work involved a reaction turbine for which Trevithick earned £1200. He was based at the engineering works for about a year, during which time he lodged at The Bull hotel in the High Street.

His family in Cornwall received a letter, dated April 22nd, from Mr Rowley Potter, of Dartford (proprietor of the Bull Hotel), stating Mr Trevithick had died on the morning of that day, after a week's confinement to his bed'. He was penniless and without a relative by him in his last illness. The mechanics from Hall's Works acted as bearers at his funeral, and they paid the burial fees. They also paid for watchmen to remain by the grave to prevent body-snatching, then prevalent in the neighbourhood.

Remembrance of Richard Trevithick has taken on many forms since his death in 1833 which might surprise you:-

- In 1933 a Memorial at the University College, London
- Blue plaque on the Bull Hotel, Dartford
- Statue outside Camborne Library, unveiled in 1932 by Prince George
- Trevithick Building, Cardiff University, Engineering School
- £2.00 coin issue in 2004, by the Royal Mint to commemorate the 200th anniversary of

Trevithick's invention

- A variety of stamps
- A memorial at the Holy Trinity Church, Dartford
- the most magnificent stained-glass window presented to Westminster Abbey by the President of the Institute of Civil Engineers and unveiled in 1888

Camborne celebrated Trevithick day on Saturday 27 April. The free one-day festival first took place in 1984 and quickly became an important part of the Cornish calendar often attracting around 25,000 to 30,000 visitors.

The streets come alive with dancing, a fairground, Vintage & Veteran vehicles, Model Exhibitions, School Displays, Street Stalls, Static Engines, Miniature Steam Engines, Moving Steam Engines.



The main attractions during the day, start with the Bal Maidens and Minors Dance, which is performed by local school children in the morning.

Then in the afternoon, there is the Trevithick dance for adults, dressed in the traditional Cornish colours of Black and Gold, dancing behind Camborne Town Band.



This is followed by the magnificent Steam Parade through the town centre.



VALE

Lindsay Chapman

22nd March 1920 - 27th March 2024

Harold Lindsay Chapman was born in Castlemaine to parents Harold Victor and Ina Ward Chapman (nee Harper). He had two sisters Verna and Nancy.

His paternal grandparents lived in Eaglehawk, Bendigo, and his maternal grandparents on a dairy farm at Byaduk, and as a youngster, Lindsay enjoyed visits to both families.

His father was a railway engineer and established a model railway collection displayed in a train room at their home in Essendon.

Lindsay's early education was at Moonee Ponds West and Aberfeldie State Schools where he wasn't a keen student, but his father promised him a Hornby Princess Elizabeth Engine if his grades improved, which they did, and the model train is still in Lindsay's collection.

Lindsay enrolled at Essendon High School and remembered digging an air raid shelter, and then he moved to Essendon Technical school where he was introduced to engineering. Whilst at Essendon Tech, he was the bell monitor and was given the special task of tolling the bell at the end of World War 2.

Lindsay was not into team sports but did enjoy cross country running and was a member of East Melbourne Harriers for some years, competing against the likes of Herb Elliott, John Landy and Ron Clarke.

Finishing at Essendon Tech, he became a Junior Draftsman whilst studying for his Diploma in Mechanical Engineering, and was employed at CSIRO, working there until his retirement as a Divisional Engineer in 1994.

At CSIRO, he was seen to be innovative and a wonderful leader and team member.

In 1956, he married Beryl Adams and they shifted into Hillston Road, Moorabbin where they raised three children - Jeanette, Roslyn and Douglas.

At an early age, Lindsay was a member of the Methodist Order of Knights and his involvement in youth activities continued in later life as a leader of Youth Groups at the Wickham Road Methodist



Church, in Moorabbin.

Sadly, his wife Beryl died in February 1985 and his son Douglas in 1999.

Alison and Lindsay's grandmothers were sisters. Alison, from Bendigo, had often stayed with Lindsay's family in Essendon whilst studying, and she became very good friends with his sisters. They were second cousins.

Alison married and raised her own family and after some years reconnected with Lindsay and they married in October 1986.

Following his father's death in 1986, Lindsay built a garage at his home to house his father's model train collection and this became a meeting place for model train enthusiasts from across Melbourne and Victoria.

Alison and Lindsay joined the Cornish Association in 1990 where both became very involved tracing family ancestors in the Camborne and Gwennap areas, with Alison establishing a special interest group.

Lindsay was President of the CAV from 2004 to 2006 and later became the Library Manager. Lindsay always had an interest in Richard Trevithick, and many would remember Lindsay showing us a model of Trevithick's Puffing Devil.

Lindsay was the CAV representative on the organizing committee for the arrival at Williamstown of the lugger 'Spirit of Mystery' March 2009 re-enactment, and at our meeting in 2019 shared memories of that wonderful occasion, enabling many to re-live the event.

Both Lindsay and Alison were great contributors to the success of the Cornish Association and it was fitting that a good number from the CAV were able to attend Lindsay's Thanksgiving service.

Our thoughts are with Alison.



**John Barry Mildren
OAM**

20th October 1932 - 25th April 2024.

John was born in Colac to parents Malcolm Edmond and Verona Alice (m/s Healey) Mildren. John's father was a policeman.



The Mildren family were from the Parish of St Keverne on the Lizard Peninsula in Cornwall. William and Grace Mildren (great, great grandparents of John) arrived in SA in 1856 and travelled to Victoria, settling at Staghorn Flat near Beechworth.

John attended school in Geelong and later studied at the University of Melbourne and Texas A&M University. He became a teacher, later rising to senior lecturer and head of department at Ballarat College of Advanced Education.

In 1957, John married Denise Rasmussen and together they had six children. One of their daughters, Bridget, died in 1978 and sadly, his wife Denise died in 2007.

John was elected as the Federal Member for Ballarat from 1980, during the Hawke government years, until 1990.

John Mildren joined the Cornish Association of Victoria in January 1988 and was member 102.

Following a meeting organized by Eleanor Chisholm in June 1988, the Ballarat Branch was established. Foundation members were Eleanor Chisholm, Val D'Angri, Lillian Dell, Glynis Hendrickson, Ian and Marilyn Jennings, Joy Menhennet, John Mildren, Brian and Stancie Mullins and Lenice Stuchbery.

John became a Ballarat CAV committee member (1988-1992); was vice president (1992 and 1997-1999) and became President (1992 -1996 and 1999-2014). His knowledge of Cornwall was immense, and he was a very good storyteller.

The John Mildren Award was created in 2011, by the CAV, for outstanding service in promoting Cornwall and Cornish activities in Victoria and the inaugural recipient was John Mildren.

John was awarded the Medal of the Order of Australia (OAM) in the 2018 Australia Day Honours, "for service to the Parliament of Australia, and the community of Ballarat."

John remained intensely interested in Cornwall and became a great friend to many members.

His efforts in promoting Cornwall were outstanding and his friendship will be greatly missed.

John's funeral was held at St Patrick's Cathedral with many members of the Cornish Association in attendance.

<https://www.youtube.com/watch?v=0QIA-Gm3cN8>

Our thoughts are with his children, grandchildren and great grandchildren.

Gwen Phillips

24th January 1930 – 4th May 2024



Gwen was one of the original members (Member No 10) of the newly formed Cornish Association of Victoria in 1986.

Gwen, with Bill, also participated in the first group gathering of those interested in their Cornish ancestry at Clunes in the central Victorian gold mining area in 1984. She was part of the first Committee as a Family History Coordinator and remained on the Committee until 2007 and with a further involvement from 2012–2014.

Gwen was President from July 2002 until 2004 and held a St Piran's Festival in Bendigo in March 2004 where Grand Bard John Bolitho was an honoured guest. During this time Gwen was also Vice-President of Celtic Nations (consisting of the Cornish, Welsh, Manx, Scots, Irish, Bretons, Asturians and Felani) a group set up in Melbourne to celebrate their shared backgrounds.

For her services to Cornwall, in Australia, Gwen was Barded in 2003 at Launceston choosing the Bardic name Ertach Penwyth (Penwith Heritage).

Gwen and Bill travelled to Cornwall many times and attended many Bardic Gatherings and particularly enjoyed hosting visitors from Cornwall in their home.

Gwen was a very proud mother when eldest son, the CAV Treasurer, Rod, was Barded at Saltash in 2009.

Gwen and her late husband Bill raised four children: – Rod (Deceased 2021), Don, Ian (Deceased 2008) and Kathy.

They had eight grandchildren – seven boys and one girl and two great-great children.

Gwen was a strong supporter of the CAV, very interested in her Cornish and Swiss/Italian family history and always willing to share her knowledge with others.

She participated in numerous Cornish events over the years in Victoria, South Australia, USA and Cornwall.

A life full of wonderful memories and well lived.

June Whiffin



Photo shows Gwen with the Awen banner she made for Bardic ceremonies within Australia

Death of First Female Grand Bard, Ann Trevenen Jenkin, Bryallen

14th April 1930– 8th April 2024

Ann Trevenen Jenkin passed away on 8th April 2024 at her home in Leedstown.

Born on 14th April 1930 in Barnet, Hertfordshire to John Arnold Trevenen and Dorothy Goldsmith, the family moved to Redruth in 1932.

After school in Redruth and at Truro High School, she gained an English degree from Exeter University and, after obtaining her teaching qualification, became an English teacher.

It was during this time that she met Richard Jenkin, himself a prominent member of many Cornish organisations, and they married in 1956 and had four children.

She will be remembered as an exceptional Cornish woman and a trail-blazer in many fields.

She became a Bard of the Cornish Gorsedh in 1956, taking the Bardic name Bryallen, and in 1997 she was appointed the first ever female Grand Bard, a great honour for someone who had devoted her life to so many Cornish Associations.

She was an exceptional organiser and a catalyst for many projects in the Cornish cultural sector.

As Grand Bard, she set up the Gorsedh Archives and organised the first Dewhelans/Homecoming for the Cornish Diaspora.



A founder member of Mebyon Kernow, she became Life President.

She was also Life President of the Celtic Congress and, as well as attending many congresses in other Celtic Countries, she organised many successful ones in Cornwall.

She was a trustee of the Cornish Heritage Trust, a member of Helston Old Cornwall Society, a volunteer at Helston Museum, a Guide Leader and District Commissioner, an active member in Leedstown WI and Leedstown Village Hall Committee, a school governor and much more.

One of her greatest achievements was the organisation of Keskerdh Kernow, the March to London in 1997 to commemorate the Cornish Rising of 1497.

She walked all the way, with her faithful dog, Brengy, organised much of the route and wrote a children's book about it afterwards.

Ann Trevenen Jenkin inspired many as a teacher and educator too.

She taught English at Camborne Grammar School and Camborne School, introduced Cornish lessons and became the Librarian, rising to be national chairperson of The Schools' Library Association. She was in her element writing, editing and publishing. She published books of her own poems, books for children, and edited and wrote many articles about Cornwall.

As well as working tirelessly for Cornwall she also had time for her family. She researched the Trevenen family history, travelling to the Baltic and St Petersburg in the footsteps of her ancestor James Trevenen, visited relatives in Canada and Hawai'i and organised several family reunions.

She was a wonderful mother and grandmother, always supportive and encouraging.

She will be greatly missed by her four children, Morwenna, Loveday, Gawen and Conan and her ten grandchildren.

Her funeral service was held at Crowan Parish Church on Tuesday 30th April followed by a celebration of her life at Leedstown Village Hall.

Source:

<https://gorsedhkernow.org.uk/death-of-first-female-grand-bard-ann-trevenen-jenkin-bryallen/>

The link below is to a BBC programme, *Last Word*, featuring Dr Loveday Jenkin talking about her mother Ann and also snippets of Ann Trevenen

Jenkin - the appropriate part is at 23 minutes 40 seconds.

https://www.bbc.co.uk/programmes/m001yj71?fbclid=IwZXh0bgNhZW0CMTEAARlap4R6iaQfxwg6CF3oj26jigvj0Rp4bsTul_YLAd3RfeFwUS4HCmFxxfg_aem_AbgL5WGTfKlqXTXy3XvzgIF_eNPsNM7QjgmpQQc-sl2XSTI9MFXgGpMpoOx2_-8bW0Ib0x7S93Hv6GcJcG5DCxdX



St Piran's Day Funeral of Cornishman, Henry Richards Caselli at Christ Church Cathedral Ballarat on 5th March 1885

Henry Caselli, a Cornish man born, on 4th June 1816, in Falmouth, had arrived in Ballarat in January 1855.

He was a prominent architect and designed many buildings in Ballarat with his partner, C D Figgis. The Alfred Hall was one which was built in six weeks for the arrival of Prince Alfred in 1867.

Others included the Ballarat Orphan Asylum (now demolished), St James Anglican Church, Nerrina, Carmel Welsh Church in Sebastopol and the Bible Christian Church in Sebastopol in 1865.

This is now the Uniting Church where the Ballarat CAV meet.

At one point he was appointed Church of England Diocesan architect and was very prominent in the life of the Cathedral community

Henry died on 3rd March 1885 from pneumonia. Flags in the city were flown at half-mast. For several days the newspapers reported on details of his funeral, his life and his character.

"Father of the district, always courteous, and lively, he had a merry laugh and lively conversation; a most estimable and charitable citizen; never weary of doing good; always to the front where his fellow citizens were concerned; his natural ability and high character gained him an extensive business; we have lost an old identity, esteemed citizen and leading professional man; his death leaves a blank in our midst which cannot again be filled ..."

He was buried from Christ Church Cathedral on the 5th March 1885. (St Piran's Day)

His coffin left his home in Webster Street, followed by members of the Cathedral, immediate friends, members of the Yacht and Rowing Clubs and the City Fire Brigade.

At Christ Church, the coffin was draped with a black cloth on which was placed his Masonic regalia and a number of beautiful wreaths of white flowers.

The church was crowded with clergymen and representatives of all the public bodies of the district. There was also a large attendance of the public who mourned the loss of one of their best loved citizens. Bishop Thornton delivered the eulogy. As the procession left the church, the organist played the Dead March.

One of the pall bearers was his partner C.D. Figgis. Members of the Church of England Assembly and officers of Christ Church followed the hearse, then came family in two mourning coaches, other clergy, Ballarat City and Ballarat Town Councillors, members of the City Fire Brigade, the Rowing Club, the Yacht club, the committees of charitable activities, the Ballarat Public Library, the Young Men's Christian Association, the Juvenile Industrial Exhibition Committee, building contractors and private friends (all in vehicles).

At the Old Cemetery, the Ven Archdeacon conducted the burial service, this was followed by the Masonic Service. Henry Caselli was buried with his daughter, Georgina.

Thanks to

*History of Christ Church Cathedral - Cathedral website

*Julia Walsh talk in Ballarat CAV newsletter April 2022

**The Tradesmen of the Gazelle* by Dorothy Anderson (I purchased this book, hoping to find information about my great great grandfather, William Henry Lovell, who had been born on 26 April, 1818 in Falmouth. He was a builder in Ballarat, arriving in the 1850s, but I cannot find any connection between him and Henry Caselli.)

Di Christensen
March 2024

Agan Kernow

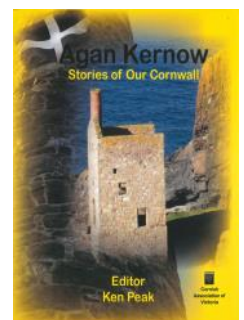
The book is available for purchase by CAV Members, relatives and friends.

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.



Famous People Who Have Landed in Falmouth

Lt John Richards Lapontiere

John Lapontiere was a British Royal Naval Officer who was given the task by Rear Admiral Collingwood to take dispatches to England after the Battle of Trafalgar, to inform the Admiralty about the victorious win in the sea battle over the French and the death of Admiral Nelson.



John was a lieutenant in charge of a small 10-gun topsail schooner named *HMS Pickle*. He observed the battle on the 21st October 1805 and participated in the rescue operations which followed. The battle was followed by a period of violent storms.

Vice Admiral Collingwood called upon him to take dispatches to England as quickly as possible. The dispatches contained the initial report of the battle, the death of Nelson and the effects of the storm.

John was told by Collingwood, “to use every exertion. So that a moment’s time may not be lost on their delivery” and to use discretion on how far up the channel to sail his schooner.

After a grueling passage through the Bay of Biscay, (notorious for its storms), the *Pickle* sprung a leak and a number of guns were jettisoned to lighten the ship. After the Bay, they were then faced with a period of calm weather.

This was followed by some light, adverse, easterly winds and a long beat to Plymouth, so John decided to head for Falmouth.

He knew that there was a good stage coach system from Falmouth to London.

On 4th November, at 10.00 am, the *Pickle* dropped anchor two miles off Pendennis Head and John was taken by boat and landed at Fish Strand Quay about an hour later.

He left Falmouth by ‘post chaise’ changing horses every 10-15 miles and making at least 21 stops on his way to London.

He covered a distance of over 300 miles in 38 hours and delivered the dispatches to the Admiralty.

His expense account, now preserved in the Admiralty

archives, shows that he spent £47 which is equivalent to £4500 in today’s money.

Although not a Cornishman, he does have connections to Cornwall.

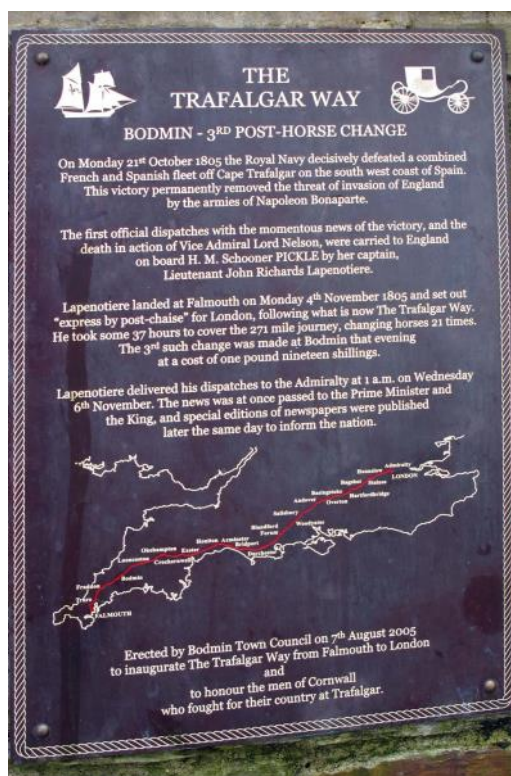
John Richards Lapontiere was born in Ilfracombe, Devon, of French Huguenot emigres, and followed his father into the navy.

He was promoted to the position of Post Captain but was never able to secure another ship and retired.

He bought a house at Menheniot near Liskeard with his second wife and died in 1834.

He is buried next to his wife in the churchyard at Menheniot.

Brian Rollason



A *post chaise* was a light vehicle on two wheels built as a seat mounted on a light framework with long, springy shafts.

Portrait of John Lapontiere is from the collection at National Maritime Museum at Greenwich.

The Committee of the Lloyd's Patriotic Fund gave him a sword worth 100 guineas and £500 in cash. The route that Lapontiere travelled is now known as The Trafalgar Way.

This *Trafalgar Way* plaque is in found in Bodmin - the third horse change - many other towns along the way also have plaques.

Re-Discovering Cornwall #4

Over two years Rev Ted and Beryl Curnow served the Methodist Church in Cornwall.

In this series, they recall impressions and reminisce on their experiences.

The Parochial Church.

The Church appeared to be a microcosm of an isolated peninsula, a duchy and community that had preserved its identity in the past largely through its geographic isolation.

Where was its creativity?

Church congregations were mainly made up of older faithful people living out their stories and leaning on the vibrant faith of their forefathers. Cornish independence and pride appeared strong and determined, their identity being threatened by a historical struggle involving 'outsiders' from up-country.

We even had one friend in Launceston who was trying out an electric car.

The local Cornish were well out numbered by EMMITS (invading ants), outside people who roamed the footpaths and were determined to change the fabric of the past by bringing the duchy into the current century.

The younger generation seemed left vulnerable to the invasion of property speculators and the demands of tourism.

I tried to imagine how the decaying chapels of yesteryear with their pipe-organs, balconies and stain-glass could be transferred and modified in today's age into vehicles for faith and enterprise, but there were few who were released to think creatively with a new-age imagination.

The enduring structures of yesterday that had been birthed and that had worked in the past such as Circuits, Superintendents, Quarterly Meetings and Local preachers were worn structures that needed to be injected with renewal.

To me it seemed that the retention of yesterday's institutions were doing more damage than assisting the birth and nurture of Christian growth.

Male Voices and Wesley

The marvelous musical tradition spanned brass bands, choirs, and Carol singing on street corners. Much of the love of singing had risen from men in the mines and the Christian revivalist heritage. John and Charles Wesley impacted Cornwall but to me they didn't seem to be publicly celebrated that much.

There was more interest and an active return towards Celtic and paganism spirituality than towards Christianity and the non-conformist

disciplines.

The singing on pathways, to and from the mine sights had arisen out of men being renewed in their faith and Christian experience.

Today the hymns are sung more out of the memory of a cultural heritage than a genuine expression of a personal faith.

Sometimes, even today there were five hymns in chapel service and spontaneous singing could take place as the offering was collected.

Organists, bell-ringers and choir members were a bit harder to find as cultural change infringes on these traditional disciplines.

We were often charmed by unaccompanied singing. To be welcomed into a tight inner circle of street singers and to stand side by side with burley men harmonizing was a sign of local acceptance that I personally found very moving.

So, "Come fill up your glasses, - to rob and to plunder is our intent. As we roam through the valley of the lilies and roses -."

A touch of Royalty

Being removed to the extremes of Britain, well south of the Tamar and away from the seat of government, the Cornish were always known as a 'people apart'.

The duchy was prone to a rebelliousness that had always asserted its independence.

During our time at St Ives we were privileged to encounter and to be personally introduced to the Earl and Countess of Wessex.

They visited St Ives to bless the opening of a building that had been refurbished and that provided public accommodation.

The fuss and pomp surrounding preparations included the examination of all rubbish bins and narrow streets.

This arrival of royalty still seemed to indicate a keen local loyalty to the crown.

Everything was in Miniature.

We soon discovered that ministers of religion in Penzance did not need cars.

Local clergy were used of walking to their parishioners, to meetings and visiting the sick.

It was certainly a small scale version of the world that we were not used of in Australia.

The houses were small with stairs, the streets narrow and more than once we came across working cars with just three wheels.

The only things that were big were the long queues for steaming hot pasties!!!

The contrast came with rainfall.

Cornwall's 40 inch rainfall compared to the South Australian 14 inches taught us a lesson about harvesting water flow.

The water wheel produced energy and had been used widely for the crushing of ore and milling of grain. We often took our visitors to see the old mill at Lamorna that dated back to the 13th and 14th century.

New insights and experiences would continue to visit us everyday. (to be continued)

CORNISH TIDBITS

New species of spider discovered in Cornwall

A species of spider, previously unknown to science, has been found in the grounds of a university campus in Cornwall.

The small jumping arachnid was discovered in 2023 during an annual nature survey to find and identify different species on the University of Exeter's Penryn campus.

The new species has been named *Anasaitis milesae*.
<https://www.bbc.com/news/articles/c99zx5842k4o>

Parcels of woodland to be accessible to public

Two parcels of woodland near St Agnes are to be registered as common land, allowing the public to access them.

The 0.6 acres (0.26 hectares) of land at Lower Banns in Mount Hawke, sit on the north and south sides of Banns Road.

The Open Spaces Society (OSS) agreed with the landowners that part of the land was enclosed so was not eligible to be registered as common.

In 1970, The Ramblers' Association made an application to register the land as a common but agreed at a hearing with the commons commissioner to withdraw the application.

The Commons Act 2006 enabled the land to become eligible for re-registration, leading the way open for the OSS to make the application to have the land registered as common.

The public has the right to walk on nearly all commons, and to ride on many.

<https://www.bbc.com/news/articles/crgyde849r8o>

Tamar bridge tolls set to increase by November

The cost of driving across the Tamar bridge is set to rise by November this year.

Bridge owners, Plymouth City Council and Cornwall Council say the increase is needed to address a financial shortfall, and to maintain service levels.

If the new charges submitted to the Secretary of State for Transport are approved, the current cash toll for cars and vans will rise from £2.60 to £3.00, with a 50% discount for tag users.

The councils said they had asked for government funding to help avoid or offset any price rises, but there had been no response.

A 6,300-name petition calling for the planned Tamar bridge toll rises to be scrapped was handed into the government in April.

<https://www.bbc.com/news/articles/cv2xj4gwqyjo>

The organist who has been playing for 85 years

An organist from Cornwall has been playing at the same chapel for more than 85 years.

Joycelyn Hocking first started playing the organ at the Methodist chapel in St Neot in 1938 when she was seven.

Janina Waterman, the church steward, said Mrs Hocking had since performed at more than 50 local chapels, churches and other venues.

She said she was working to have her submitted to the Guinness World Records as the world's longest-serving organist.

<https://www.bbc.com/news/articles/c98zpd9r9p2o>

Museum project gets £3.4m cash boost

A major renovation scheme for an Isles of Scilly building has been given more funding.

The Cornwall and Isles of Scilly Good Growth Programme, managed by Cornwall Council and funded by the government's UK Shared Prosperity Fund, has given £3.4m to help turn St Mary's Town Hall into a museum and cultural centre.

The latest funding takes the total raised for the project to £15.72m, the council said.

The authority added the scheme was now fully funded and the aim was to open the renovated venue in Hugh Town by March 2026.

The project, being led by the Council of the Isles of Scilly and the Isles of Scilly Museum Association, is looking to restore and extend the Grade II listed building.

Cornwall Council hopes the cultural centre and museum will open by March 2026

<https://www.bbc.com/news/articles/c72przq8712o>

Nature investment project launched in Cornwall

An initiative has been launched to find investment for Cornish nature projects.

Cornwall Council said the Local Investment in Nature Cornwall (LINC) programme would give

businesses the chance to fund or invest in nature in the duchy.

The council said investors could choose from projects such as tree-planting, creating wildflower meadows and the restoration of seagrass beds. The projects that will be included in LINC are part of schemes to help tackle climate change, provide natural flood management, improve water quality and help with nature recovery, the council added. The council said the projects in LINC would help in meeting its targets around the environment and nature.

The authority wants to have 30% of the duchy's land, rivers and sea "well managed for nature by 2030".

<https://www.bbc.com/news/articles/clcj7x02p91o>

Council seeks private sector Cornwall airport partner

In a strategic review report, senior officers at Cornwall Council confirmed the airport received "a significant subsidy" each year, about £4m last year. The local authority said while there had been economic growth at the airport, including the Aerohub Business Park, the development of the site had "not proceeded at the rate originally hoped". Efforts to find a partner to run for the whole airport estate were already under way, the report revealed. The report also said interested parties had already been invited to submit an expression of interest, and council officials were working through the responses.

<https://www.bbc.com/news/uk-england-cornwall-68920319>

Historic bell replaced ahead of Flora Day

An historic bell in Helston has been replaced ahead of one of Cornwall's most celebrated traditional events. Helston Town Council said the Guildhall had been silent since last summer after the old bell, which was 200 years old, shattered to rusted iron work.

The new town bell was christened and lifted into place ahead of Flora Day.

Flora Day is a tradition for Helston celebrating the end of winter and honouring the "unique spirit and cultural heritage" of the town.

Mayor of Helston Miles Kenchington said the previous bell had been in place since 1839.

He said the new bell was installed ahead of Flora Day so it could ring for each of the dances.

The bell was christened by Father Paul Andrew from St Mary's Catholic Church in Helston and named Flora.

<https://www.bbc.com/news/articles/cv20zvddz28o>

Bell salvaged from WWI US Navy destroyer sunk off the Isles of Scilly.

The ship's bell from a World War One wreck has been raised from the sea bed off the Isles of Scilly. The USS Jacob Jones was the first US Navy destroyer to be lost to enemy action when it was torpedoed by a German submarine in December 1917.

In August 2022 the wreck was found about 328ft (100m) below the surface by a specialist dive crew. Now the ship's bell will be preserved and put on display in Washington DC, as a memorial to the 64 men who died.

The bronze bell has been underwater for 107 years. The USS Jacob Jones had been escorting a troop and supply convoy from southern Ireland to Brittany when it was torpedoed by the German U-boat U-53, the Ministry of Defence (MoD) said.

The warship went down in just eight minutes and was the first destroyer in US Navy history to be lost to enemy action.

<https://www.bbc.com/news/uk-england-cornwall-68307524>

Lynher Dairies awarded The Kings Award for Enterprise

Lynher Dairies, the maker of the iconic Cornish Yarg cheese and the world champion cheese Cornish Kern, has been awarded The Kings Award for Enterprise for its achievements in sustainable development.

Recommended by the Prime Minister and approved by His Majesty the King, the dairy at Ponsanooth in mid-Cornwall was selected as a 'shining example' of a proactive and resilient rural business living in the 21st century.

The King previously visited the Ponsanooth dairy in 2022 where he was given a tour of the award-winning Yarg cheese dairy and met with staff members before he joined a discussion with specialist cheese makers.

<https://www.falmouthpacket.co.uk/news/24298806.lynher-dairies-awarded-kings-award-enterprise/>

Kynance Cove has been named one of The World's 50 Best Beaches

The picturesque Cornish beach has been ranked among some of the most beautiful destinations in the world including beaches in Japan, Hawaii, Thailand, Greece and New Zealand.

Not only was Kynance named one of the best in the world, but it was also the only beach in the whole of the UK to make the list.

<https://www.falmouthpacket.co.uk/news/24297413.kynance-cove-named-one-worlds-50-best-beaches/>