



# Hayle

## Townscape Initiative

---

*Heritage Trails*

# Appreciating Hayle — *the historical background*

## Hayle — Townscape Initiative

— That Hayle was once the centre of the Industrial Revolution is a best kept secret. Widely known for its beautiful bay, golden sands and surf, there is also much interest in Hayle as a heritage town. Its importance as a major mining port, which also saw great advances in engineering technologies, has led to it being a part of the Cornwall and West Devon Mining World Heritage Site.

### Acknowledgements:

— This publication has been created as part of the Hayle Townscape, a regeneration project that has funded the refurbishment of a number of historic buildings in the town and aided in the upgrading of Foundry Square. Funding partners of the Townscape have been the European Regional Development Agency, the South West of England Regional Development Agency, English Heritage, the National Heritage Lottery Fund, The Guinness Trust, Hayle Town Council, Penwith District Council and Cornwall County Council.

The considerable local knowledge and research which has been mined for this publication is very much appreciated and gratefully acknowledged.

### Principal sources have been:

#### Hayle Historical Assessment

*Nick Cahill and the Cornwall Archaeology Unit, 2000*

#### Hayle Town Trail

*Brian Sullivan, 1983*

#### The Harveys of Hayle: Engine builders, shipwrights and merchants of Cornwall

*Edmund Vale, 1966*

#### Cornwall County Council: The history of the Cornish Copper Company

*W H Pascoe, 1981*

---

## Cornwall's Technology and its World Heritage Status

---

Winning Cornwall's mineral wealth stimulated a global industrial technology, with sophisticated mine drainage systems powered by ever-more efficient steam-driven pumping engines, designed and built here in the town. Hayle's industrial history is an important cornerstone of Cornwall's industrial heritage.

Evidence of 'Cousin Jack's, as Cornish emigrants are known and Cornish engineering can be found in mining communities all over the world, including places as far away as Mexico, Peru, South Africa and Australia. Visitors from all over the world may recognise Cornish pumping and winding engines and their engine houses from examples exported with Cornish miners, expertise and equipment.

The outstanding value of Hayle's industrial infrastructure has been recognised by its inclusion in the Cornwall and West Devon Mining Landscape – inscribed as a World Heritage Site in 2006. For detailed information about the Cornwall Mining World Heritage Site, please visit the dedicated web site [www.cornish-mining.org.uk](http://www.cornish-mining.org.uk)

---

## Hayle Estuary, Minerals & Trade

---

Hayle estuary has provided a safe harbour and a focus for settlement since prehistory. The Iron Age hill fort at Carnsew and a small Roman fort on the site of Lelant churchyard were strategically sited to control access to the estuary. The estuary saw important international tin trading in the 5th – 7th centuries which probably helped spread Christianity to Britain.

Trade in medieval times produced a network of quays around the estuary, serviced by roads to the waterside, causeways across the mud flats and a ferry across the estuary mouth. Tin streaming was a major industry by the 1530s, Leland noting in his travels that it had been responsible for clogging the estuary up to St Erth, requiring a new port at the estuary mouth.

---

## Industrial Development: The 18th century onwards

---

Mining of tin and copper in West Cornwall drove the area's industrial development and the growth of hamlets bordering the estuary from the 18th century. The large scale of the estuary, its proximity to mines and easy access to Welsh coal, Welsh smelters and the great trading centre of Bristol, made it an ideal trading port.

Hayle's network of Georgian and Victorian quays, holding pools, canal, floating dock and sluices was begun in the 1740s with Merchant Curnow's Quay. Modern Hayle began at Penpol when Gideon Cosier of Perranzabuloe set up a copper smelter between 1710 and 1735. This was followed by the construction of a tin smelter at Angarrack. Then, in 1758, the Cornish Copper Company moved from inland to the foreshore at Ventonleague and built a copper smelting works (after which Copperhouse came to be known).

In 1779, blacksmith John Harvey from Carnhell Green set up a small iron foundry and engineering works at Carnsew – Harvey & Co., after whose works Foundry came to be known. As time went by, the two firms with their different business structures (the Cornish Copper Company being shareholder based and Harvey & Co. being family based), developed very differently in terms of their character and operation. Their different company styles strongly influenced the town's physical development and two separate and distinctive company settlements grew up around their respective bases at Foundry and Copperhouse.

# The two companies

— The Cornish Copper Company, constituted in 1755 as a rolling 21 year partnership of leading entrepreneurs, moved to Angarrack in 1757. The company was smelting copper from the mid 18th century to around 1810 and recycling its smelter slag – called scoria – by casting it into large building blocks with which it constructed both its quays and the dock at Copperhouse.

## Hayle – The two companies

The Cornish Copper Company was the only company in Cornwall ever to smelt copper in large quantities. Later, it became a general foundry, building Cornish beam engines. The firm enjoyed over a century of progress and development within the area, which became known as Copperhouse. Now the canal and dock are the most prominent remains of the company's industrial archaeological heritage.

That the company paid its workers in cash may not seem unusual, but it accounts for the purpose-built shops lining the streets of Copperhouse and the presence of public houses there. Its business and social attitudes are reflected in the laying out of building plots in the tightly-knit area around St Johns Street and Cross Street for workers' housing and the provision of scoria blocks for building them.

In contrast, Harvey & Co. was a family business that looked first to its own and the grand houses of the family and directors can be found in Millpond Avenue and further up Foundry Hill. There was much less provision of homes for their workforce and more closely targeted, such as the attractive little row of houses known as Drovers' (or Drivers') Row for the heavy horse handlers and mule drovers of the Foundry's farm. There were no shops or public houses. The late arrival of shops in the Foundry area reflects the early 19th century dominance of Harvey's own Emporium in Foundry Square. Harvey & Co. seems to have constrained independent retail development in Foundry and the only shop was the Harvey Emporium (now Barclay's Bank and Foundry House).

It was only in the 1870s, after the company's influence was weaker, that shops were built in the only available spaces – the front gardens of properties in Chapel Terrace and Penpol Terrace. Penpol, where the first recorded industry started, has a number of late 19th and early 20th century structures – St Elwyn's Church, the Drill Hall, the Passmore Edwards Institute and the War Memorial – that were clearly intended to link the neutral ground between the two company settlements and help heal the social rifts between their communities.

# Quays and hydrology

— The estuary is fed by several sources – the Hayle and Penpol Rivers, the Angarrack stream from the east and a couple more streams running off Lelant Downs to the west. The Hayle estuary is a huge, relatively shallow complex with a good tidal range: an enormous volume of water passes quickly in and out of the mouth of the estuary with each tide, shifting the sandbar’s depth and location and requiring periodic dredging.

At Penpol and Riviere, alongside and behind the later 18th century facing of scoria blocks and timber screening, are Merchant Curnow’s Quays of around 1740, while the stone quay walls of Carnsew Quay built in 1758 are still visible despite being partly buried in 20th century fill. The latter quay was not completely rebuilt in 1834 with the formation of Carnsew Pool – the earlier, most northerly section survives in the later work but has been cut through and partly altered by the sluices constructed to manage the flushing of silt and sand from Harvey & Co’s deep water channel.

The waterside complex built by the Cornish Copper Company in 1768/69 survives in large measure on land reclaimed using crushed slag (scoria) from the smelter and retained by cast scoria block walls. The group includes the (floating) dock with the remains of its wooden gates, wharves and a canal to deep water. The canal bank of crushed scoria is still marked with some mooring posts, while the dock is a well-made structure of cast scoria blocks, its walls scalloped to accommodate boats. Copperhouse Pool provided the Cornish Copper Company with a holding pool for sluicing silt from its deep water channel.

Quays also survive in the wider estuary – Lelant Station Hill Quay, Lelant Green Lane Quay and Lelant Quay (also known as Dynamite Quay). Grigg’s Quay, with some associated buildings, shows two phases of construction; the earlier of granite and the later of cast scoria blocks.

# Railways

## Hayle— Railways

— In 1758, between 500 and 1000 mules and packhorses a day would be seen at Hayle, transporting supplies inland to the mines and returning laden with copper ore. The scale of the transport problem and its intimate link with the mining industry is reflected in the early establishment of a railway in Hayle.

The Act for the Hayle Railway was passed in 1834 and the line opened in 1837 with its terminus just south of the viaduct in Foundry Square. The route was from Hayle to Redruth, with branches to Portreath, Crofty Mine, North Roskear Mine and Tresavean.

In 1843, the first regular passenger service was begun between Hayle and Redruth. In 1852, a new branch of the railway was run from the new West Cornwall Railway station and goods yard east of the Foundry viaduct at Penpol to various works on the south west side of Hayle Towans along North Quay. This link was made necessary by the re-routing of the main line to bypass the Riviere route of the old Hayle Railway, the wharf-side rail system of which was maintained and improved. Quay Branch Overbridge was built in 1852 for the West Cornwall Railway and is constructed from granite and iron. Branching from former safety points at one side and sloping up to the embankment is a ramp designed to decelerate any train that went out of control.

This is thought to be the first example of its kind in England. Various sections of the old railway system survive; there is some evidence of the once extensive network of rails and tramlines on the quays – notably North Quay and East Quay – and, perhaps, some areas of paving on South Quay. Although the main and branch lines used steam engines, the Penpol Quays system used horse power for shunting right up until it closed in 1963.

# The three trails

Introducing Hayle's Industrial Heritage

— These three trails provide only a brief introduction to the surviving physical evidence of Hayle's important past as a major driver of the industrial revolution. This composite town of two remarkable settlements is renowned for its heritage of world-leading expertise in mining technology and cutting-edge heavy engineering.





**Trail one –**

This trail starts at Foundry Square and finishes at North Quay.

**It takes about one hour.**

### Trail tip 1

Start the trail outside White's Warehouse, close to the viaduct on the western side of Foundry Square.



01

### Foundry Square

Foundry Square was the central focus of this part of Hayle in the days when Harvey's Foundry and shipyard were operating. From the pavement near the viaduct, the whole of Foundry Square can be seen. Located anti-clockwise from the north are White's Warehouse, John Harvey House, Barclay's Bank, Foundry House, Foundry Hill, the White Hart Hotel, the Masonic Hall, Penpol Road, Lloyd's Bank, the Post Office, Chapel Terrace, Isis Gardens and the railway viaduct. Beyond the viaduct lie Penpol Quay, Penpol Creek and Penpol Terrace on the road to Copperhouse.

02

### White's Warehouse

Now housing a graphic design studio, an animation studio and a café-bar, this attractive building was used as an oriental carpet warehouse for several years in the late 20th century. The structure retains much of the original stores building of about 1828, but its appearance dates from a substantial remodeling in the late 19th century. The rear elevation has the remains of furnaces added to the adjoining foundry in the 1840s. From 1852, the building became part of the JH Trevithick Holdings (Son of Richard Trevithick) and was separated from the foundry. Known at one time as Trevithick's Stores, by the early 20th century it was operating as the HTP Bakehouse or the Hayle Steam Bakery.

The interior, although subdivided later, was structurally unaltered with a good series of cast iron columns and beams and the remains of machinery. Against the viaduct stands a boundary stone marked GWR (Great Western Railway).



### Trail tip 2

Walk towards the White Hart Hotel. On your right are the next few buildings discussed.



03

### John Harvey House

This building is an early 19th century alteration and extension of original offices from 1780 that were built as part of the headquarters of Harvey & Co. Note the clock turret; at one stage the clocks are said to have displayed local and London times.

There are extensive internal remains of the original offices. Of special interest are two cast iron and fireproofed strong rooms, door fittings, windows, cast iron columns and supports and later 19th century stair and reception suite, with evidence of other openings and of the original curved north front of the building.

Equally important are the remains incorporated in the west side of the building, both externally and internally, of parts of the original late 18th century foundry. These include the main entrance; the cobbled yard, building walls, furnaces and chimney bases and, possibly, part of a lime kiln also dating from the 1770s.

04

### Barclay's Bank

This classically styled building was part of the former Harvey's Emporium, headquarters of Harvey & Co. iron founders. It is an early 19th century extension and alteration of a 1780s block with its entrance in the central, narrower bay; part of the main plan was remodeled as a bank in the 20th century.

05

### Foundry House

In the early 19th century, this building housed the foundry offices and shop, part of the general trading side of Harvey & Co.'s business, which passed to J H Trevithick in 1852. In 1895 it was converted to the Cornubia Biscuit Factory and the building as it now stands is largely of that date.

The similarity in materials and detailing between the HTP Bakehouse and 22/23 Foundry Square is related to their ownership by J H Trevithick rather than Harvey's. By 1890, the firm had merged with the other great Hayle based milling firm of W Hosken & Son to form HTP (Hosken, Trevithick and Polkinghorne),



05

**Foundry House cont...**

one of the largest milling, grocery and shipping businesses west of Bristol in the early 20th century. Their house style can also be seen in buildings in Truro and consisted of bright red brick or terracotta detailing in an early Northern Renaissance style. The noted Cornish architect Sylvanus Trevail was employed in Truro and it would be interesting to know whether he was involved with the remodelling of these buildings in Hayle. The Cornubia Biscuit Factory was an early purpose-built production line factory, designed to bake biscuits on a conveyor belt system, which was time and temperature controlled. It is built on the site of Harvey & Co.'s earlier coppersmith's shop.

06

**White Hart Hotel**

In 1838, Henry Harvey built this large and imposing second White Hart Hotel to accommodate and impress his growing business clientele. This stylish three-storey stuccoed building is the focus of Foundry Square and is built over the former Penpol pool. Behind the hotel are its former stables and smithy, with a granite boundary stone.

07

**Masonic Hall**

To the left of the White Hart Hotel is the Masonic Hall. This was the original White Hart Hotel built by Henry Harvey in 1834 to provide a living for his recently widowed sister, Jane Harvey Trevithick, and her children. Her husband was the famous engineer Richard Trevithick. He left her without support during his long absence in South America, where he travelled initially to supervise the installation of nine of his engines in Peru. While in South America he was engaged in many daring and some ill-fated ventures, but he sent Jane no money. On his return to Falmouth in October 1827, he had (according to Francis Trevithick) only the clothes he wore, a gold watch, a drawing compass, a magnetic compass, and a pair of silver spurs.

**Trail tip 3**

Walk away from the White Hart, towards the estuary, to view the next few buildings.



08

**Penpol Road**

Beyond the Masonic Hall and the car park is Penpol Road. This was, at one time, the main road to Redruth as shown by the 18th century milestone re-used in the front garden wall of No. 3 Penpol Road. Although this row of early 19th century dwellings was lived in by workers at the Harvey's Foundry, it was built on land owned by a director of the Cornish Copper Company at exactly the same time as Harvey's was in the throws of its most bitter conflict with it.

09

**Lloyd's Bank**

This building was once an imposing two-storey building, the Foundry Market House, which also housed Hayle's first cinema. A serious fire in the 1930s caused major damage and the upper storey was removed.

10

**Post Office**

The Post Office building epitomises a vernacular architecture peculiar to Hayle, with its slated roof, local pebbledash (which succeeded the original roughcast), split pane sash windows with their decorative plaster architraves and the wide decorative plaster door surrounds with their horizontal rustication on both sides that runs smoothly into the radial voussoir markings of the flat arch lintel. The Post Office stands roughly on the site of George Grenfell's 1820 Trelissick Tin Smelter, which was bought by Harvey & Co. in 1855 and demolished. The site was reused for the Drill Hall of the Volunteer Artillery Battery.





11

### Chapel Terrace

From the front of the Post Office, Chapel Terrace can be easily viewed. This important little street begins next to the viaduct and continues down the eastern side of Foundry car park to Penpol Road. Built as a two-storey row of middle class houses, it was the core of the small town centre that developed around Harvey's Foundry. Far from regular in their treatment, the simple rendered finishes are probably later alterations from the original roughcast with rusticated quoins and other architectural details in typical Hayle style.

The most important single change came with the introduction of shops into the front gardens. Photos show that the monopitch roofed single storey shops were added before 1900. Warren's Bakery (Nos. 3 & 4 of which No. 3 is shown above) preserves much of two 19th century timber shopfronts.

12

### Old Bolitho Bank (8 Chapel Terrace)

8 Chapel Terrace has retained its front garden. The higher architectural quality of this building reflects its status as the former Bolitho Bank.

13

### Foundry Chapel (Pratt's Market)

A few properties to the right is Foundry Chapel. Dated 1845 with its stuccoed and enriched front and plain rubble sides, this fine non-conformist chapel reflects the strength of the Wesleyan movement in Cornwall. The interior has retained many original architectural features despite conversion to commercial use and the former chapel now accommodates a variety of small businesses.

14

### Penpol River

The curving stone wall down the west side of Chapel Terrace runs southwards from the Post Office past the telephone exchange and the Foundry car park, marking the alignment of the culverted Penpol River on its way to Penpol Creek and the sea.



13

15

### Isis Gardens

These public gardens next to the viaduct provide a small green oasis in the busy heart of Foundry and commemorate the gift of the Hayle Lifeboat by Oxford University in the 19th century. Between the gardens and the Post Office, in what is now the eastbound carriageway to Copperhouse, was the little 1843 railway station. This served the early Hayle Railway, which ran northwards out of the square. In the same eastbound carriageway, but a little closer to the roundabout and facing down the square to the White Hotel, stood the former Literary Institute founded by Henry Harvey for the benefit of his workers.

16

### Railway Viaduct

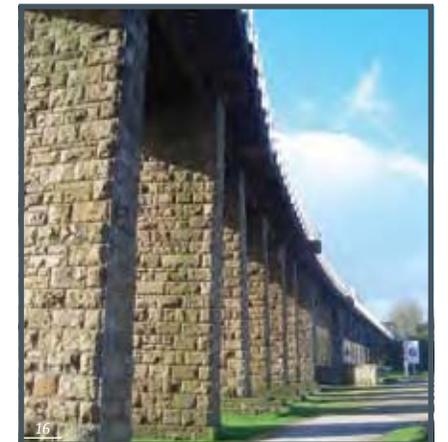
This runs closely along the alignment of I.K. Brunel's 1852 structure but his original design, with its iron girders supported by a series of twin cylindrical iron pillars, has been replaced at least once. A quick inspection of today's rustic granite and brown brick piers will reveal evidence of their realignment on earlier bases and differences in the design of individual piers. The viaduct still carries the main railway line from Paddington to Penzance and is said to be unique in the UK by virtue of it crossing the same road twice.

### Trail tip 4

*From the eastern end of the viaduct, walk beneath it and cross in a safe place to the gardens which run alongside the waterfront, opposite Penpol Terrace.*



15



16



17

### Penpol Terrace

Penpol Terrace was developed by the Cornish Copper Company in 1819. It was part of the development of the New, or East Quay undertaken in response to Harvey's new Penpol Quay; they cut back Penpol cliff and straightened the foreshore at the same time and the houses and creek bank are all on ground made up with smelter waste.

Most of the houses on Penpol Terrace retain the low roughcast or granite walls along the road and between the houses, forming quite a striking feature of the row. A mixture of half-houses and double fronted houses, most with the Hayle style of detailing, with roughcast render, rusticated stucco detailing of mixed motifs and, originally, slate roofs.

There are several front garden shops here, reflecting the decline of Harvey & Co.'s influence at Foundry. The most interesting examples include a pair of shops (23/25) built by W. R. (Bobby) Trevithick, a ships chandler and grocer. Faced with green faience (glazed terracotta tiles) they are now occupied by a café and an ice cream parlour. Bobby Trevithick's original fascia sign is still there, preserved behind the fascia of the "Fresh" café.

A little further along at 28/29 Penpol Terrace is Biggleston's, an 1875–1891 double-fronted shop, still trading as an ironmonger.

Lastly, the Carnsew Gallery now occupies John Runnals' butcher's shop, with its fine quality decorative green and cream faience (glazed terracotta), mosaic murals and doorstep.

The old Hayle Railway ran along the bank of Penpol Creek opposite the front garden shops, its tracks now lifted and the route grassed over. Look out for the monument to local hero Rick Rescorla who lost his life saving others in the terrorist attack on the World Trade Centre in New York in 2001.



18

### Penpol Quay

Opposite Penpol Terrace is Penpol Quay. Also known as Harvey's Quay, Foundry Quay and South Quay, Penpol Quay was built in 1817/19 by Henry Harvey and is important as the first quay to be built by the firm. Before acquiring Carnsew Quay in 1817, Harvey & Co. had been forced to use the bare foreshore for trading and boat building. East Quay was begun by the Cornish Copper Company almost immediately after and in rivalry with Penpol Quay. Both quays survive almost unaltered from their finished states, with granite bollards and flights of steps. The quay walls are scalloped to accommodate the curving sides of boats.

19

### Penpol

At the northern end of Penpol Terrace stands an important complex of buildings. The first is the Royal Standard Inn. Once known as "Passage House" or "Millward's House", this is a very early inn. Before the building of Hayle Causeway and the A30 turnpike road, travellers to St Ives and Penzance would have to ford the sands to Lelant from this point, and the Royal Standard would serve their creature comforts while they awaited the right tidal conditions. There is a boundary stone at the door of the adjacent shop.

The major building in the complex is Bridge House, one of the oldest buildings in Hayle. This was the Count House of the Arundell family of Wardour Castle, who owned most of the area before the industrial development of Hayle. Tenants of the Arundell estate would gather here on quarter days, for the payments of rents, reassignments of leases and other business. Before East Quay was built, the harbour wall ran along just in front of Bridge House. In the early part of the 20th century, Bridge House served as the Hayle Police Station.

A little to the east, where the filling station now stands, are a few remnants of the very early copper smelting works (circa 1710).



19

### Trail tip 5

Walk across the swing bridge, to visit Custom House Quay and North Quay.



20

### East Quay

On the north side of Hayle Terrace, East Quay can be easily viewed. East Quay is important in the history of Hayle as its construction in 1818 led to violent disputes and bitter litigation between Harvey & Co. and the Cornish Copper Company.

East Quay also holds the remaining few 1888 buildings of the Hayle Gas Company. The gas office facing the Royal Standard across the road is now a shop and ladies' hairdressers. Other gasworks buildings are now part of a tyre-fitting establishment and the gas company house is still standing at the back of the yard.

At the entrance to East Quay are the granite supports for the drawbridge, which once carried the Hayle Railway line and the roadway across the canal before the present iron swing bridge was built in 1868.

The swing bridge now carries mains services and no longer rotates. Key elements of its hydraulic mechanism can still be seen beneath the bridge, together with its little control building set close by. This mechanism lifted and rotated the bridge to allow the passage of seagoing vessels along the canal as far as Copperhouse.

21

### Customs House Quay (Customs House)

In 1862 Hayle was given a custom house with the right of bonding general merchandise, but the warrant was withdrawn 17 years later. Today, the Customs House, with its two storey central block and possibly later single storey lean-to accommodation at either end, is used as offices for the Hayle Harbour Co. Constructed of stone rubble with hipped roof and granite plinths, this attractive quayside building is painted at the sides and back and pebble dashed at the front. It has the date 1862 carved into the lintel over the front door and the points of the compass incised into the doorstep.

22

### Customs House Quay Lock

Located on the harbour side of the northern end of the iron swing bridge, the weir and floodgates at the mouth of the Copperhouse Pool were built in 1788. Although a track and bridge had existed here probably since at least medieval times giving access to the Lelant ferry, the present cinder/scoria bank now carrying the road and rail links was constructed at the same time as the flood gates.

The whole complex was made possible by the Cornish Copper Company's acquisition of Merchant Curnow's Quays on the south and north sides of the creek following his death and the sale of his property in 1780.

23

### North Quay

A little further on to the north west of the swing bridge is North Quay, where the Octel factory processed sea water to produce much of Britain's wartime supplies of bromine (the anti-knock additive for aviation fuel) and where, as late as the 1970s, medium-sized coasters berthed to deliver coal to the now demolished power station.



22



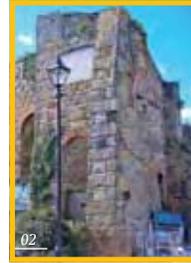
**Trail two –**

Trail Two starts at The White Hart, Foundry Square and finishes at Carnsew Quays.

**It takes about one hour.**

### Trail tip 1

From The White Hart, cross the road to look into the yard behind the buildings which front the road. This is part of the Foundry complex.



01

#### **Foundry Yard (Off Foundry Square) Foundry Barn (Granary)**

The very large ruinous structure which dominates Foundry Yard is known as the Granary or Foundry Barn. The structure appears from map evidence to date from circa 1825 (but possibly with an earlier core). At ground level there are two arched openings that lead into vaulted chambers, whose earlier function is unknown. The upper floors were used to store oats, hay and straw for the foundry horse teams and there is access to it from the farmyard and stables at the rear, which you will pass later in the trail.

Line-shafts on the upper floors probably provided power for sack hoists. The building's collapsed timber roof and suspended floors were removed some time ago. As part of the initial phase of repair and conversion, engineers designed a temporary steel frame to safeguard the building's stability pending its long term repair and conversion by the Harvey's Foundry Trust.

02

#### **Foundry Barn (Engine and Boiler House)**

This structure forms the northern end of the building known as the Foundry Barn. Originally this was part of the Boring Mill and former Erecting Shop and should be interpreted as part of those structures rather than part of the granary to which it remains attached. The masonry structure, with its dressed granite quoins, dates from 1839/40, although there were buildings here, possibly machine erecting sheds, in 1816. There is a fine arched window to the front of the Engine House and another arched opening at ground level giving access to the Boiler House. There was a floor above the Boiler House which may have provided office space. Inside there is good evidence of the locations of the flywheel, the supporting cross beam for the bob and the flue of the Boiler House leading into an external stack, the base of which survives at the rear. The power from the engine was transmitted directly to the Boring Mill, via line-shafts, to lathes, drills, and milling machines throughout the works. The engine seems to have been larger than necessary and was perhaps a showpiece to impress Foundry customers.



03

#### **Pattern Shop**

The Pattern Shop was built for the iron foundry in the 1840s for Harvey & Co. The hipped roof was covered in corrugated asbestos sheets but, following a fire some years ago, the building has been open to the elements. The remains of possibly earlier structures are attached at the north end next to the viaduct.

04

#### **Drawing Office**

Across the foundry yard to the north east and attached to the rear of John Harvey House, the former Harvey & Co.'s offices and showroom on Foundry Square, stands the timber framed and timber clad company drawing office supported on columns of reused iron mine-drainage pipes. Its floor plan reflects the curving alignment of a mid-19th century railway track that passed under the archway of John Harvey House and linked the foundry at the centre of the yard with the company wharves on Penpol and Carnsew Quays.

05

#### **Tremeadow Terrace (Mill Row)**

Just to the south of the White Hart is Tremeadow Terrace. Formerly known as Mill Row, it was built in 1819 to house the workers at the adjacent corn and hammer mills. The remains of the ropewalk and other structures follow the mill leat southwards up the valley. Just beyond the mills is the millpond. Millpond Avenue begins with workers' cottages on the right. These are followed by better houses for the company's senior staff, such as the captains of the Harvey ships. The avenue ends with a few splendid early-Victorian residences standing in their own grounds – grand houses such as Ladbrooke – which were built around 1844 for the directors of Harvey & Co. Beyond the houses at the far end of Millpond Avenue, the scant remains of the Mellanear Smelting Works of Williams, Harvey & Co. survive, integrated into parts of the modern housing.

#### **Trail tip 2**

Go back onto Foundry Hill, and walk uphill.



06

### Foundry School (now a dwelling)

Return to the main road and further up Foundry Hill on the left is Foundry School (now a dwelling) and, on the right, Drovers' Row (below) where the men who took care of Harvey & Co.'s horses and wagons lived. Still further up the hill is Charlotte House (formerly Pencliff and one-time residence of Jane Harvey Trevithick); St Michael's Hospital; Downes House (aka The Downes and now a convent); Bospowes House (the last home of Henry Jenner); and Glanmor (another of Harvey & Co's directors' houses).

07

### Foundry Farm

#### Trail tip 3

*Return back down Foundry Hill and turn left into Foundry Lane. Proceed along here until you reach the Foundry Farm buildings on your right-hand side.*

The late 18th and early 19th century Foundry Farm yard retains its original cobbled surface in the eastern area, with new matching cobbles at the western end and modern entrance. The farmyard is enclosed by the converted west stables, the converted east stables, the granary and the engine house. To the south is a high rubble wall with scoria blocks and the original late 18th century gateway into the farmyard (now blocked). The buildings around the yard housed the Foundry's numerous draught horses, which delivered goods from Harvey's to the whole of West and Central Cornwall each working day. Huge engine beams and boilers were taken by horse-drawn wagons to mines around Cornwall or to the quays for export.

08

### Foundry Farm (West stables)

Built of lime-washed rubble and brick with dressed granite quoins, the west stables were roofed with galvanised iron and cement-washed slate. The stable block is L-shaped in plan and was built before 1828. It has been repaired using authentic materials, including Cornish slate and cob and converted to studios for local artists and craftspeople.



09

### Foundry Farm (East stables)

Abutting the Foundry Barn to the east, these two storey stables comprise a typical example of a late 18th and early 19th century purpose-built stable range. Inside, its wooden partitions, mangers, cupboards and fittings survived until 2000 when the block was extensively rebuilt using authentic materials and techniques. It has been converted into live-work units for local artists and craftspeople.

10

### Trevithick's Stores

This store, also known more widely today as Plantation Stores, was part of the extension of the foundry in 1843 – 45, when Foundry Lane and its large boundary walls were built. It is rectangular in plan and was built of rubble with a hipped roof that was lost in a serious fire – a fire that also destroyed most of the wagon shed on the opposite side of Foundry Lane. The first floor window openings are irregular in size and pattern, suggesting alterations in the past.



#### Trail tip 4

*Walk on along Foundry Lane and on your left you will see Trevithick's Stores.*





15

### Crimean Cannon

At the foot of Henry Harvey's ramped footpath, down the northern side of the hillfort, stands a refurbished Crimean War cannon. Cast by Harvey & Co. to an official pattern, these weapons were shipped direct to the Crimea from Hayle.

16

### Harvey's Timber Store

On the left side of Carnsew Road is the timber store to the modern builders' merchants. Still used largely for its original purpose, the timber store is the only Harvey's building surviving north of the viaduct. The L-shaped structure is constructed of rubble containing cast scoria blocks and it has perforated brick ventilation panels to its roadside and west walls for ventilation. Elevations onto the timber yard are open, subdivided into bays by slender granite piers supporting the roof trusses. Old photographs show that the roof was originally covered with Bridgwater clay tiles.



16

**Trail tip 6**  
Leave Carnsew Hillfort and turn right along Carnsew Road.

**Trail tip 7**  
Walk on a little way until you can turn left to explore Carnsew Quay.



17

### Carnsew Pool

Carnsew Pool lies on your left-hand side. It is a man-made pool created to allow regular sluicing of the estuary to stop it choking up with sand and becoming un-navigable. Originally known as Carnsew Basin, it was constructed by Harvey's in 1834. After the Cornish Copper Company's new quay (East Quay) caused silting of deep water channels to Harvey's own quays, Carnsew Basin was built to sluice out the Carnsew Channel.

Surviving with it are quays, sluices and lock gates and the central spit or 'New Pier' which may have had 18th century origins but was built up and extended as part of the works completed in 1834.

18

### Carnsew Quays

Carnsew Quays were started in 1758 and survived the construction of the Carnsew Basin but are now largely buried under 20th century fill. Only stretches of granite coping stones mark the tops of the surviving quay walls that run along the north side of the buildings adjoining Carnsew Road. The quays are in two sections, the more southerly structure comprising the retaining wall for a slipway served by a network of tramlines.



18



**Trail three –**

Trail Three starts and finishes at the iron swing-bridge.

**It takes about two hours.**

### Trail tip 1

Walk from the swing-bridge in an easterly direction, keeping the water's edge on your left.



01

#### Copperhouse Canal

Running eastwards from the iron swing bridge, the canal, built in 1769 to serve the Copperhouse smelting works and, latterly, the Copperhouse foundry, can still be clearly seen at low tide. An impressive Georgian dock lies at its eastern end.

02

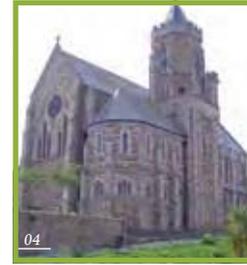
#### Merchant Curnow's Quay

Immediately to the east of the iron swingbridge and fronting the canal is Merchant Curnow's Quay. Thought to have been built in the 1740s, it is one of the earliest surviving quays in Hayle. John 'Merchant' Curnow established a major importing and trading enterprise at Hayle in the 1740s and also became a prominent landowner (Trelissick Manor, Penpol, and Bodriggy). The Cornish Copper Company acquired his business and quays after his death in 1780. At least three phases of development can be seen in the quay walls and in the granite, cast-iron and timber bollards on the quay. A low granite wall separates the quay from the road by as it has done since at least the mid 19th century.

03

#### Merchant Curnow's Cellars

On the opposite side of the road to the swing bridge, just behind Bridge House, were ore cellars known as Curnow's or Hayle Cellars, part of the industrial complex around Hayle Harbour. They may have been first built for the Penpol Copper Smelter.



04

#### St Elwyn's Church

A little further along Hayle Terrace, turn right to view St Elwyn's Church, standing prominently on the hill above Merchant Curnow's Quay. A fine late Victorian Gothic Revival building, both the exterior and the interior are worthy of close inspection.

The architect, John D Sedding, also designed the Holy Trinity in London and this new parish church, built in 1886–88 for the newly formed parish, was Sedding's last work. The roofs are of dry laid Delabole slate.

05

#### St Elwyn's Church Hall

Return to the main road to look at St Elwyn's Church Hall. The attractive little Gothic church hall dates from 1905. The interior is simple with plastered walls and original dressed granite fireplaces.

06

#### Hayle Terrace

Nos. 14–54 were built by 1842, with the rest of the row being completed by 1877. Like Penpol Terrace, this row of houses is built on a long curve, partly explained by the former shape of the coastline and road, and partly by design to give a picturesque appearance. Marking the end of the terrace is the much later St Elwyn's Church. The row is a mixture of houses and half-houses built of rendered and exposed rubble; most have less ornamentation than Penpol Terrace, although the east end has several very good quality houses, some with full height bays added around 1900.



<sup>07</sup>  
**Dairy** Midway along the row is its only example of a front garden shop, which was built originally as a retail dairy. This single storey shop has a fine classical front of dressed granite. The tympanum over each opening has patterned leaded glazing with painted farming scenes, including milk maid and cow depicted in the principal stained glass panes.

<sup>08</sup>  
**Site of Cooperage** Opposite the former dairy stood Smith's Cooperage where the barrels for the local Ellis Brewery were made.

<sup>09</sup>  
**Drill Hall** A little further on, on the left hand-side is the single storey granite-built Drill Hall with a terracotta datestone of 1911 over the door – another of the small group of important public buildings thought to have been designed with a social agenda for the two company townships. It is still used for its original purpose.

<sup>10</sup>  
**Passmore Edwards Institute** Just beyond the Drill Hall is the Passmore Edwards Institute. The reason that Hayle possesses such a fine listed public building is that J. Passmore Edwards intended it to be a memorial to his parents who had lived in the town. The foundation stone was laid in 1893 and Mrs Passmore Edwards, the wife of the donor, opened the Institute in 1896. The building is little altered. Its interior retains its original fittings, including a cast-iron Cornish range (known as a Cornish slab). Hayle Institute is the largest of four institutes given by Passmore Edwards in Cornwall and one of the many buildings designed for him by his architect and friend, Cornishman Sylvanus Trevail. From a little Cornish village (Blackwater) Passmore Edwards became a city journalist and lecturer, MP for Salisbury, editor of a leading London newspaper and a life-long champion of the working classes.

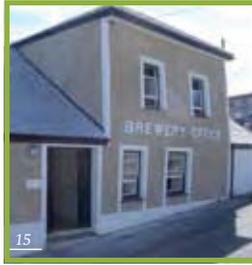


<sup>11</sup>  
**Commercial Road (*War Memorial*)** At the end of Hayle Terrace and the start of Commercial Road is the War Memorial. It commemorates those who died in the Great War (1914–18) and subsequently those who died in the World War II (1939–45). The memorial is on built-up ground – like much of Commercial Road and Hayle Terrace – just a few metres to the west of the site of the former Bodriggy Quay.

<sup>12</sup>  
**12, 14, 16 Commercial Road** Located just past the War Memorial on the right-hand side. These simple rendered two storey houses with their low eaves, lime-slurried slate roof and brick stacks and their relatively small windows, are among the older properties in the town. Although altered in the 19th and 20th centuries, they date from the 18th century and were probably associated with Bodriggy Quay. While looking like a typical Cornish half-house, with three windows at first floor, two at ground floor and paired doors in the centre, the whole asymmetrical layout of the elevation indicates its earlier origin and late conversion to half-houses. Opposite the library, two early shopfronts survive at 48 and 50 Commercial Road. 50 was formerly the Globe Inn.

<sup>13</sup>  
**Cornish Arms (*98 Fore Street*)** Set back from Commercial Road at the junction with Sea Lane, The Cornish Arms was originally a beer shop. Dating from the 18th century or early 19th century, it was remodelled around the end of the 19th century when the porch and the fourpaned hornless sash windows were added. During the tenancy of Edward Chegwin (1867–73) the beer shop was updated to an inn and named the Cornish Arms. It has a half-hipped grouted scantle slate roof (replaced at the rear with corrugated sheeting) and painted chimneys. The building now has a double room depth plan but was, perhaps, originally two houses of only single room depth.

**Trail tip 2**  
Turn right at the Cornish Arms for Sea Lane.



<sup>14</sup>  
**Milestone** (*Cornish Arms forecourt*)  
Dating from about the mid 19th century this painted and dressed milestone has a triangular shaft over a rectangular base.

<sup>15</sup>  
**Brewery Office** (*1 Sea Lane*)  
This used to function as the office for the brewery. Dating from 1873, it has a wet laid Cornish scantle slate roof on walls of rubble and Cornish rab (rubble and earth) finished with paint, stucco and pebbledash. The building now houses the Hayle archive.

<sup>16</sup>  
**Penpol Brewery** (*Sea Lane*)  
The Penpol steam brewery was in existence in 1815 and operated as C. Ellis and Son Ltd (Steam Brewery) until it merged with Hicks & Co. in 1934.

<sup>17</sup>  
**Bodriggy House**  
Bodriggy House, located at the top of Sea Lane on the left, is a Georgian manor house in the classical style. It incorporates 17th century or earlier remains but the present structure was largely or wholly rebuilt in about 1718 and extended slightly in the late 19th century. It is built of painted rubble with a granite ashlar front and a steep, dry laid Delabole roof with tall brick chimneys. The panelled front door and the windows are early 19th century but the original 18th century fanlight over the door survives. The fine period interior has many early features. Bodriggy was one of the large estates that surrounded the Hayle estuary before the town became properly established. The estate is known to have been in the hands of the Bodriggy family from as early as 1181.

**Trail tip 3**  
The top of Sea Lane bears left into Bodriggy Street; turn left onto Upper Church Street, left onto St Johns Street, right onto Cross Street and back down to Fore Street.



<sup>18</sup>  
**Cross Street, St Johns Street, Bodriggy Street and Upper Church Street**  
The Cornish Copper Company laid out these streets of modest early 19th century workers' cottages. Most were built of stone rubble and scoria by the Cornish Copper Co, but some were built of granite by its tenants. Few of these houses have the typical Hayle detailing of roughcast and stucco displayed on the grander river-front rows (eg Hayle Terrace & Penpol Terrace) as is to be expected in what was a modest part of the town. Most are built right onto the pavement, although some have small walled forecourts or front gardens. Most of these properties, however, have long rear gardens.

The Salvation Army Church in Cross Street is also notable for General Booth, a non-conformist minister at Hayle, who formulated his ideas about the subsequent world famous organisation.

<sup>19</sup>  
**Fore Street**  
Much of the shopping end of Fore Street comprises late 18th and 19th century shops and houses. A number survive with good contemporary timber shopfronts. From the open parts of Fore Street there are panoramic views of Copperhouse Pool and, on the far side, Memorial Walk and Riviere House, Clifton Terrace and Riviere Farm. On the skyline to its east, Hayle Towns and the historic village of Phillack with its fine church tower can be seen.

**Trail tip 4**  
Turn right at Fore Street and keep the water's edge on your left (though there are buildings between the pavement and the water).

<sup>20</sup>  
**The Cornubia Tavern or Hotel**  
On the right hand side of the road is the Cornubia Hotel. This public house dates from 1867 and features prominently in the complex history of Copperhouse. Many formal functions were held here while the Cornish Copper Company and the great Copperhouse Foundry were in operation – events such as shareholders assemblies, public meetings, official dinners, public sales and public auctions. The sale of the Copperhouse Foundry's assets took place here in February 1875 after the company's commercial failure.

The hotel was named either after the Copperhouse-built railway engine called Cornubia, or after the Hayle-built steam packet Cornubia that was built much earlier but famed as a blockade-runner for the Confederate States in the American Civil War.



21

### The Copperhouse Inn or Hotel

A little further along Fore Street is another important Copperhouse public house. Dating from 1791, it was remodelled round about the early 19th century.

The building has a good rear yard with an especially good stable block built of painted scoria with a slate roof and a flight of large steps to the upper floor. Initially called The Commercial, it had been renamed as Hooper's Inn by 1835.



22

### Warehouse (6 Fore Street)

Opposite the Copperhouse Inn is a little lane. Visible at the end and backing onto the dock gates, this warehouse and store is said to have been a light copper goods workshop for the Cornish Copper Company and/or J & F Pool Ltd before reverting to a retail grocery warehouse in the 20th century. Originally comprising of at least two mid or late 19th century buildings constructed of rubble, slate, scoria and granite with a wet-laid scantle slate roof, they were linked in the early 20th century by a surviving glazed atrium. From the access lane/towpath behind the warehouse adjoining the floating dock, there are good views of the remains of the dock gates and the low water footbridge across the canal.

23

### 2 & 4 Fore Street (formerly Daniels')

This shop is a former warehouse dating from the mid 18th century, altered in the mid 19th century and extended in the mid 20th century. The first floor window looking westward down Fore Street has been altered at least twice and may indicate that the building had a count house (payroll) function at one stage. A building of this size is shown here on the 1791 map of Hayle and almost certainly survives beneath the later render. This building and another immediately to the east were the only structures standing on the Cornish Copper Company's wharves at Copperhouse in the late 18th and early 19th centuries and this one was the company's principal warehouse or store. This gentrified former warehouse has an important townscape role in defining Market Square and the entrance to Fore Street. Part of the adjoining car park to the east was once a turning basin for ships using the Copperhouse canal and docks.

#### Trail tip 5

Return to Fore Street to see 2 & 4 Fore Street.



24

### Copperhouse Dock *(Can be viewed from the rear of 6 Fore Street and the car park adjoining 2 & 4 Fore Street.)*

In about 1769 the canal – around a kilometre long – was excavated from the harbour to a new dock at Copperhouse with watertight gates at the dock entrance. The impressive Georgian floating dock is built of cast scoria blocks set vertically in regular courses. It is about 100 metres long, built in two sections at an obtuse angle to one another and narrowing where they join. The modern road bridge crosses it here.

A basin on the south side at the western end was filled in during the mid 20th century to form Daniel's car park. At the eastern end of the docks is a round arched culvert on the north side and a 20th century bridge over a sluice that appears to have been a lock to the narrow canal.

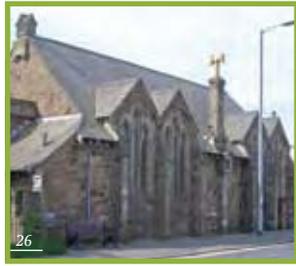
The retaining walls of the dock are battered and scalloped to accommodate the boats. At the western end is the main dock entrance built of granite ashlar with rounded corners, a pair of timber lock gates and cast-iron mooring posts.

Originally vessels belonging to the Cornish Copper Company used the dock. The company sold its wharves to Harvey's after it ceased trading in 1867 and although most trade was carried out from the quays in the main Hayle River, the Copperhouse dock remained in use and a few small ships were built here in the 1860s. In fact, coastal cargo vessels continued to use the dock to load coal and grain until the 1930s.



## Trail tip 6

Return to the main road onto Market Square.



25

### Market Square St George's Hall and former Palace Cinema

(opposite the car park entrance)

This striking building is located on the site of the first (1814) market house in Copperhouse. It was built of rubble and scoria blocks very early in the 20th century as St George's Hall and was converted into a cinema around 1914. The principal elevation to Market Square, repaired in 2008, is faced with ornate, good-quality glazed terracotta. The recently reinstated first floor oriel was originally an external projection room. Around 1938, a large white reinforced concrete balcony and projection room on slender columns was added, with the loss of the original cast-iron balcony railings and all but the base of the original projection oriel. This work was reversed by the refurbishment carried out in 2008. Two original shopfronts survive (left and centre) which have been carefully repaired and a new shopfront has been installed to the right. As part of the building's regeneration, the auditorium, vacant since the cinema closed in the late 1970s, was converted to flats. The refurbished St George's Hall and its granite forecourt have a key townscape role in Market Square.

26

### Phillack Church Hall (Fore Street)

This little scoria block hall was built in the late 18th century, possibly as a Sunday school for the first Methodist Chapel (1785) in Copperhouse, which stood opposite. In 1877 it was a volunteer drill hall, the first company having been raised at Copperhouse in 1798. The hall was re-fronted and extended in 1912 for its present purpose.

27

### Copperhouse Market House

To the left of St George's Hall and former Palace Cinema is Copperhouse Market House. The former Market House, with its 1839 date stone, replaced the earlier market on the site of St George's Hall. Until 1930 there was a small central clock tower rising from the ridge, which housed the town clock. The front rooms were later fitted with shopfronts replacing the original, smaller windows. The Market House was still in use as the head office of J&F Pool Ltd in 2000.



28

### 6 – 10 Market Street

Behind the Market House is the former market place. This contains a rare surviving row of three quite early Cornish Copper Company cottages. The two storey painted rubble and cob cottages date from the 18th century. The cottages have small front yards with low scoria walls capped with moulded scoria copings.

The Cornish Copper Company originally built the pair of three storey houses adjoining the east end of the row in 1779 as the company's principal offices.

29

### Copper Terrace

#### Trail tip 7

Return to Market Square and continue along the main road onto Copper Terrace.

This terrace was built in 1901 by Jack Luke on the site of the Cornish Copper Company smelter, a small fragment of which remains at the roadside defining the front garden at the eastern end. The rear elevations and boundary walls re-use large numbers of scoria blocks taken from the Cornish Copper Company's various former buildings on the site.

30

### Pond Walk (Cornish Copper Company's Foundry Office)

This Georgian house, set back from the main road opposite Lethlean Lane, was built by the Cornish Copper Company in about 1775 and was used at some stage as the Copperhouse Foundry office. The building has a stuccoed front but is otherwise built of painted scoria blocks.

31

### Lethlean Lane

#### Trail tip 8

At the end of Copper Terrace turn left at the junction onto Lethlean Lane.

Within a 60 metre radius of the junction with Lethlean Lane once lay a 1780s lime kiln, the Cornish Copper Company's 1830s gasworks, and the 1842 four-storey tidal grist mill (known as Paddy's Mill) with its 20 foot (6 metre) diameter iron wheel. The mill was converted to steam in the late 19th century and used until 1927. It was demolished in phases, the last part surviving into the 1980s; now only an arched sluice survives at the eastern end of Copperhouse Dock.

32

**Lethlean Lane Bridge****Trail tip 9**

*Follow Lethlean Lane past the recreation area until you reach Lethlean Lane Bridge.*

An attractive granite clapper bridge with a central supporting pier carries Lethlean Lane over the stream that runs just south of Glebe Terrace and the Undercliff. There is an inscription “WH 1812” on the western side; WH was the Reverend William Hockin, rector of Phillack. The stream banks are revetted with granite on each side of the bridge. Together with the nearby cottages in Glebe Row, the bridge formed a picturesque subject for 19th century and early 20th century painters, including Stanhope Forbes, and photographers.

33

**Lethlean (Hayle Railway Bridge)****Trail tip 10**

*Turn left, and walk along keeping the water's edge on your left.*

This bridge carried the single track of the Hayle railway over part of the creek at Copperhouse. It is located about halfway between the Lethlean Lane clapper bridge and the Black Road and is said to be the oldest surviving railway bridge in Cornwall. The line opened for mineral traffic in 1837. By 1852 the line was bypassed and closed and the bridge began its use as a footpath. The structure is of granite with a capping of large granite blocks.



34

**Black Road**

The Black Road as it is known locally is a man-made causeway across Copperhouse Creek from the rear of the Co-operative store northwestwards towards Memorial Walk on the north side of Copperhouse Pool. The road was reputedly built for John Edwards, manager of the Cornish Copper Company, to improve access to the North Quays for which they acquired the lease in 1780. The carriageway is built of large moulded scoria blocks with the road surface partly metallised with copper slag.

35

**Black Bridge**

The unique Black Bridge was built as part of the Black Road to span a water channel flowing into the Hayle mills tidal pond. The bridge was supposedly altered to allow the Rector of Phillack, William Hockin, to pass under it in his boat. This change is reflected in the raised northern arch – which is segmental, asymmetrical and higher at the abutment than the smaller, original arch, which is unaltered and almost round. The bridge uses two types of scoria block: the standard blocks for the main structure and arch headed blocks for copingstones. The concrete structures on the east side of the Black Bridge date from 1937, and were used during the Second World War to retain water in Wilson's Pool for decoy and fire-fighting purposes.

36

**Riviere Cottage****Trail tip 11**

*Continue to walk along keeping the water's edge on your left. This is the King George V Memorial Walk. You will notice two interesting historic buildings, Riviere Cottage and Riviere House.*

Formerly a poorhouse, this Grade II listed house dates from about 1790 and was remodelled in the early 19th century. Originally the building probably comprised a two room house to the left with a central stair-hall projecting at the rear and a pair of cottages to the right with a right-angle wing at the rear.



37

37

### Riviere House

Best viewed from across Copperhouse Pool in Fore Street, this fine country residence above the King George V Memorial Walk was built in 1791 for John Edwards, while he was the managing partner of the Cornish Copper Company. The house's basement and its extension are of scoria blocks. The building is three storeys high, with scantle slate roofs on wide bracketed eaves. There is a local tradition that the roof was originally copper clad.

While John Edwards was living at Riviere House it is recorded that Davies Gilbert (of Tredrea, St Erth and a friend of Richard Trevithick) took the young Humphry Davy to visit the house. It was here that Davy first saw a well-equipped laboratory, including apparatus which he had previously seen only in engravings. He expressed 'tumultuous delight and worked an air pump with the simplicity and joy of a child engaged in the examination of a new and favourite toy'.

The next resident was Joseph Carne FRS, Edward's successor as manager of the Cornish Copper Company. Carne, who was also a friend of Richard Trevithick's, helped test Trevithick's first model of a high pressure steam engine in the cellar workshop. Bought by Canon Hockin of Phillack on the sale of Cornish Copper Company assets in 1875, Riviere House was home to Sir Compton McKenzie in the early 20th century.

38

### Riviere Farm

#### Trail tip 12

*Continue to walk along the Memorial Walk. You cannot appreciate it from here, but above you is Riviere Farm, Phillack. The Memorial Walk follows part of the route of the Hayle Railway.*

Best viewed on the skyline from across Copperhouse Pool, this farm complex includes an engine house, cart shed, stables and granaries – the latter with fodder stores in the lofts. Located east of Clifton Terrace, high on the hill above Riviere House, this very good group of farm buildings was originally built to accommodate the pack-mules and packhorses of the Cornish Copper Company. They date roughly from the mid 19th century and are built of scoria blocks and granite rubble with granite dressings.



38

39

### The Hayle Railway

The Hayle Railway opened in 1837 carrying mineral traffic to and from mines at Camborne and Redruth. The line started at Penpol, crossing the creek by a swing bridge and passing Riviere on the north side of Copperhouse Pool. It went on to Angarrack via an inclined plane. The line was superseded in 1852 by the West Cornwall Railway which re-used the sections from Penpol to the wharves and on the wharves themselves and built a new link to the main line. The branch along the north side of Copperhouse Pool was maintained at least as far as Penmare for most of the rest of the 19th century. The wharf system had a third rail laid to 7 ft (2.125 metre) gauge in 1877, the last broad gauge rail to be laid. Shown as abandoned on the 1907 OS map, the line was re-used during WWI to serve the National Explosives Works (which closed in 1922), but the branch was not officially closed until 1934. Although both main and branch lines used steam engines (the first was from Liverpool; the second – the Cornubia – was built at the Copperhouse Foundry in 1838), the Penpol quays rail system used horsepower for shunting until its closure in 1963. The north and south stone abutments of the original Hayle Railway Bridge, dating from 1837, survive at Penpol just north of the later iron swing bridge.

#### Trail tip 13

*Continue your walk, keeping the water on your left hand side, until you reach the left turning which passes the Custom House. Walk across the swing bridge to finish the circular trail.*



