

Par Old Cornwall Society has compiled an entry of “**Memories of the 1960’s** in our area” for the Federation Old Cornwall Societies competition for 2014. Results to be announced later in the year.

### Great War Exhibition

Friday - Sunday 11th/13th July 2014

At the present time we are preparing for an exhibition of the Great War at it affected St Blazey, Par & Tywardreath. Some 94 men from these areas are commemorated on local war memorials. Some of them have their names on more than one memorial. It is not only those who lived in these areas that will be featured in the exhibition, so if you have a family member who served in WW1 and have a photograph and possibly any memories of them please let us know. On the memorials there are five men who were serving with the 18th Labour Company which was mainly made up of men from Cornwall. Generally mature men, aged between 30 and 60, many of them married with large families to support. Some being former soldiers who, no longer fit for active duty were assigned to a service corps. These 5 men died as a result of the troopship “Royal Edward” on which they were being conveyed from Avonmouth destined to Gallipoli, being sunk by a torpedo from a German submarine. The Royal Edward sank by the stern in just six minutes.

### Par Harbour

From the Berthing Master’s log book covering the period of 8th October 1939 to 5 May 1940 besides the listings of the various vessels visiting Par, is the work undertaken to keep the harbour in a good state.

Eg. Mon 22 April 1940: *Morn tide 14 ft 6 ins eventide 14 ft*

*The sluice gates & hatches were closed on the morn & even tides for sluicing At Low water 14 men & 6 carts were employed on the Bar. No.5 & 9 berths were inspected and probed. No. 7 was inspected and the surface raked, all were found to be in order. On inspection, the surface of No. 1 Berth was found to be slightly pitted. It was decided to level the Berth from end to end and this work was commenced, 2 men being employed.*

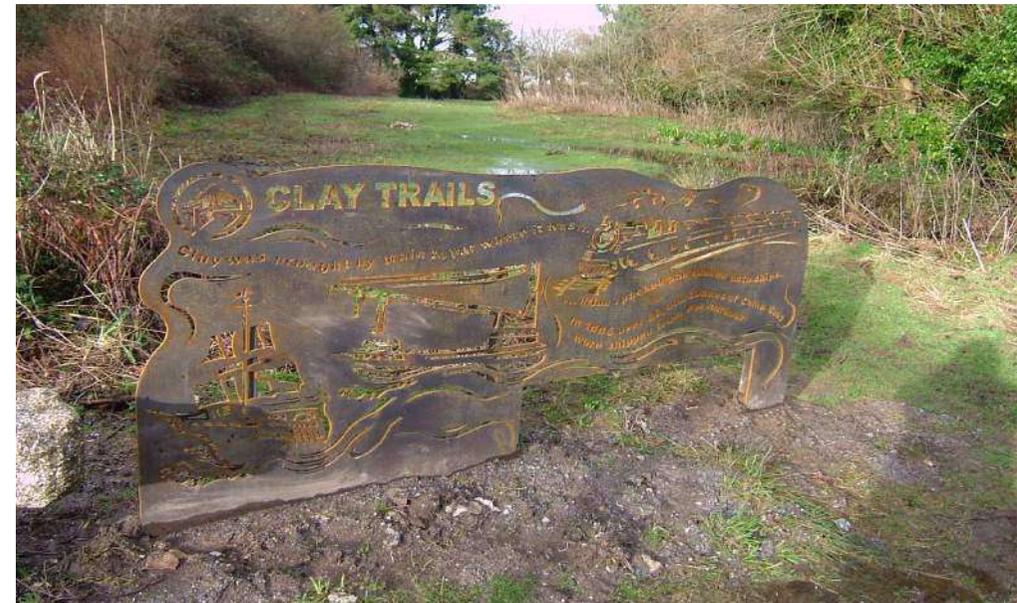
Acknowledgement is due to the great-granddaughter of the Deputy Harbour & Berthing Master, Alfred Pooley for the short loan of the log book which is the only one rescued, the rest having been destroyed. Also to a number of photographs such as this taken at the harbour showing men repairing a berth.



### Par OCS — Recorder’s Report

May 2013—April 2014

2014 and something new to see on Par Beach at the start of the Clay Trail. It reads “Clay was brought by train to Par where it was dried, packed and loaded onto ships. In 1885 over 86,000 tonnes of China Clay were shipped from Par Harbour.” Images from left: top in circle is a skytip, sailing vessel, steam ship and clay train.



A project in 2013/14 has been to photograph the water taps in Par, St Blazey and Tywardreath.

So when were they last used ?  
Have you noticed them ?

Here is one that was on North Street, Tywardreath and has been removed due to new houses being built.

It was photographed in 2006.



Question - When did the brickworks on Par harbour stop operating ?

Answer - As yet no definite date but thought to be around 1914.



Par Brick Works on the Harbour in 1910

Research carried out regarding the brickworks did make for some interesting reading.

The County Record Office has documentation of a lease between John Francis Basset of Tehidy (a major land owner of Tywardreath parish) and John Stibbs Bush of Lostwithiel, covering part of Par Moor for brick works, Tywardreath". A puzzle initially as the harbour is not within the Tywardreath parish until we find it was another brickworks -

*"Term of 4 years from 9 May 1863 – to remove clay for the purpose of making bricks so far as it is agreeable to the Cornwall Railway Company which is bounded as follows, on or towards the North by the road leading from St Blazey to the village of Tywardreath, towards the East by Par Moor, on the South by the road from St Austell to Par Sands and towards the west by another portion of the Par Moor which said piece of land coloured pink being within the railway fence. Mr Bush to pay Basset the sum of one shilling per 1000 bricks. If clay taken from land coloured green marked A, B, C, in addition to the one shilling per thousand the land must be first paid for at the rate of £50 per acre statute measure, the sum to be returned to Mr Bush at the expiration of the term provided the land is filled in and soiled over to its original level. A yearly rent to be paid to the tenant in possession at the rate of £1 per acre for the surface taken, to rebuild and repair all fences that may have been taken down or otherwise destroyed and not to divert, fill up or interfere in any way whatsoever with the present water courses without the consent of Mr Basset or his agents. "*



It was found that John Stibbs Bush was a brother of Henry Bush a civil engineer on the Cornwall Mineral Railway. John married in Lostwithiel to Harriet Elizabeth Hamley in 1864 and we find that he died in June 1867 aged 39. His brother Henry died the following year 1868 aged 44.

The following newspaper item discovered in the Cornish Gazette.

**Sales by Auction.**

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**PAR BRICK WORKS,**  
ADJOINING PAR STATION.

**T**O BE SOLD BY AUCTION, at the above Works, on WEDNESDAY, 9th Dec., 1863, in lots, to suit the convenience of purchasers, about 140,000 superior Sand Stock BRICKS ; also about 600 feet run of New DEALS, 11 x 3 and 9 x 3.

Sale to commence at 1 for 2 o'clock.

**RICHARD RUNDLE, Auctioneer.**

Dated Lostwithiel, Nov. 30, 1863.

Another newspaper article in the Cornish Gazette dated 22 March 1878

**PAR.**

**A NEW INDUSTRY AT PAR.**—It is always gratifying, say the *Western Morning News*, to report anything in the shape of a new industry, and one is about to be established at Par. As is well known there is a vast quantity of refuse clay brought down the streams from the various works in the neighbourhood, and the very reasonable idea is about to be put into practice that this might be turned to some profitable use instead of, as at present, doing injury by filling up the harbours and causing destructive floods. Some gentlemen from Bristol have commenced operations for the erection of a large brick kiln on the land of Major Carlyon, near Par. In this kiln, which will be constructed on the most approved principles, they propose to manufacture bricks of a high class quality from the material brought down by the river, and which Major Carlyon has hitherto made much use of in the reclamation of waste land, which he has been carrying on in the same locality. If found to answer this kiln will be followed by others of a similar construction, and it is estimated that the works will eventually employ 100 men. The enterprise is a promising one, and it is to be hoped that success will attend it, for the neighbourhood is greatly in want of something of the kind.