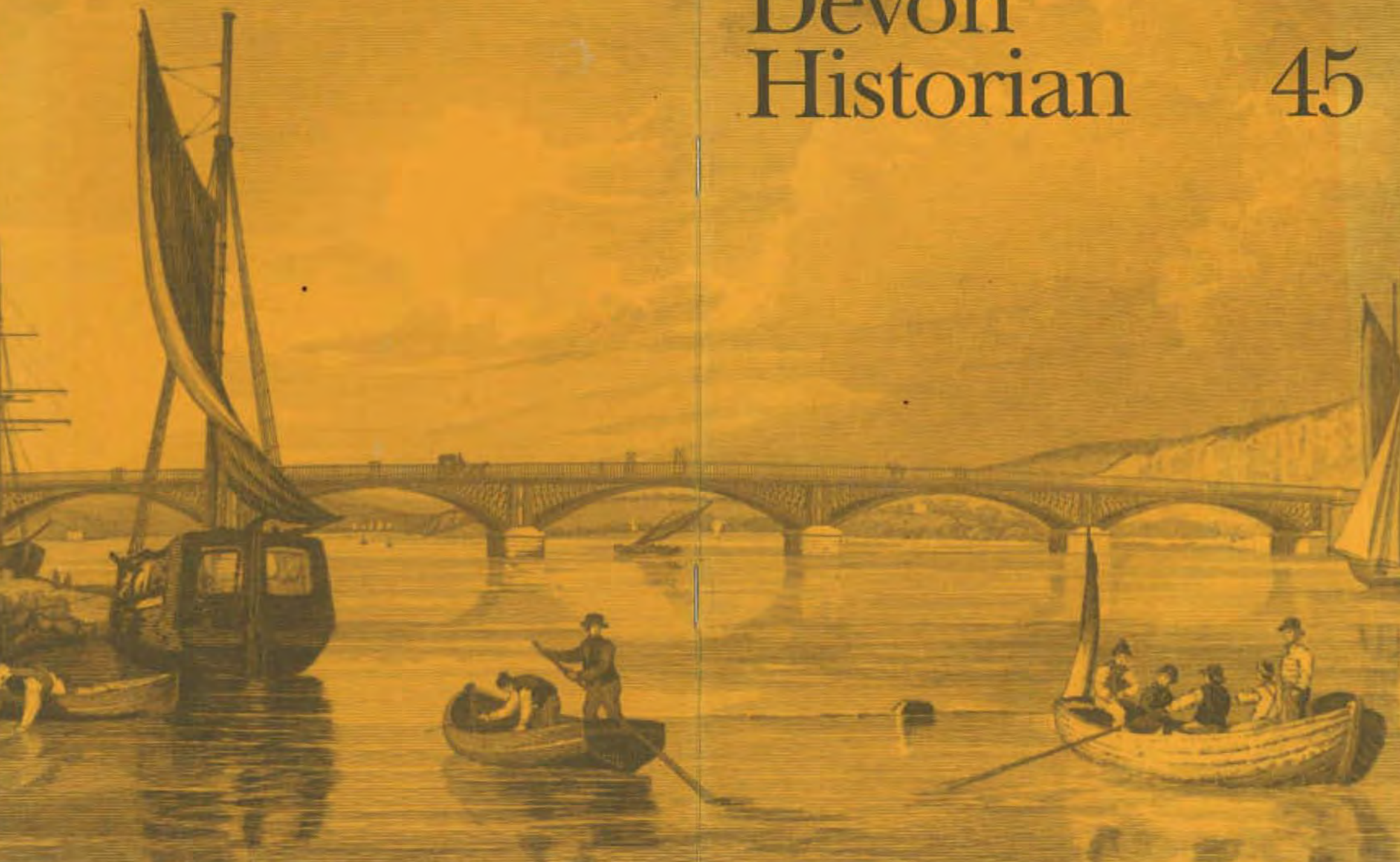


The Devon Historian 45
October 1992



DEVON HISTORY SOCIETY

Past Presidents

Professor W.G. Hopkins (1969-73); Lady Aileen Fox (1973-5);
Dr C.A. Raleigh Radford (1975-7); W. Best Harris (1977-81); Frank Booker (1981-2)
Professor Joyce Youngs (1982-6); Crispin Gill (1986-9)

OFFICERS

PRESIDENT	Professor Ivan Roots
CHAIRMAN	Professor Joyce Youngs
VICE-CHAIRMAN	John Pike
HON. SECRETARY	Mrs Sheila Stirling
HON. TREASURER	David Edmund
HON. EDITOR	Mrs Helen Harris
HON. PUBLICITY OFFICER	David Edmund
COUNCIL	John Bosanko, Dr Alison Grant, Ian Maxted, Adrian Reed, Robin Stanes, Kenneth Stoneman, George Tatham, Christopher Taylor, Simon Timms, Mrs Freda Wilkinson.

MEMBERSHIP

All correspondence relating to membership, personal local history interests and offers of work or assistance should be sent to the Vice Chairman, John Pike, 82 Hawkins Avenue, Chelston, Torquay TQ2 6ES.

SUBSCRIPTIONS

The Devon Historian is available free to all members of the Devon History Society. Membership subscriptions for the current year are as follows: Individual: £5.00; Family: £6.00; Libraries, Museums, Schools and Record Offices: £5.00; Institutions and Societies: £7.00. Please send subscriptions to the Hon. Treasurer, David Edmund, 5 Lark Close, Pennsylvania, Exeter EX4 4SL.

THE DEVON HISTORIAN

Correspondence relating to *The Devon Historian* and contributions for publication should be sent to Mrs Helen Harris, Hon. Editor, *The Devon Historian*, Hironelles, 22 Churchill Road, Whitchurch, Tavistock PL19 9BU. The deadline for the next issue is 30 November 1992. Books for review should be sent to Mrs S. Stirling, c/o Devon & Exeter Institution, 7 The Close, Exeter. EX1 1EZ, who will invite the services of a reviewer. It is not the policy of the Society to receive unsolicited reviews.

DEVON HISTORY SOCIETY AGM

The AGM of the Society will take place in the Seminar Room of the Library, University of Exeter, on Saturday 31 October 1992 from 10.30am - to 4.00pm.

The print on the cover is *The Lary Bridge over the Plym, or Saltram Creek, Plymouth*, steel engraving by P. Heath after T. Allom, published Fisher, 1829. (Somers Cocks no. 2310)

The Devon Historian is typeset and printed by Penwell Ltd, Kelly Bray, Collington, Cornwall.

CONTENTS No. 45

October 1992

Notices	2
Highway engineering achievements, Exeter Turnpike Trust 1820-35	A. BRIAN GEORGE3
Opening-up south Devon - the Hopkins connection	KEITH S. PERKINS9
An overlooked description of Crediton	IAN STOYLE.....18
Devon's history in the National Curriculum	IAN MAXTED22
Fighting for the King, Sir Beville and Sir Richard Grenville	ELIZABETH HAMMETT24
Mr Sharp's portraits at Teignmouth and Exmouth	CHRISTOPHER G. SCOTT.....27
Theses on Devon history, part 2	SHEILA STIRLING30
Reviews:	
Maps and map history in south-west England, by Katherine Barker and Roger Kain (Mark Brayshay)	35
Drake's Island, Plymouth, by F.W. Woodward (Reg Erskins)	36
Centre and periphery, Brittany and Cornwall compared, ed. M.A. Havinden, J. Quenet and J. Stanyer (Adrian Reed)	37
Old Dartmoor schools remembered, by Mary Stanbrook (J.H. Porter)	38
Grenville by Alison Grant (Joyce Youngs)	39
Other publications received	40
News from local societies	40

DEVON HISTORY SOCIETY PUBLICATIONS

Current and back issues of *The Devon Historian* (except for numbers 7, 11, 15, 16 and 23) can be obtained from Mrs S. Stirling, Devon & Exeter Institution, 7 The Close, Exeter EX1 1EZ. (Number 22, which is available, was not a 'normal' issue, but was totally devoted to being our first Bibliography). Copies up to and including No 36 are priced at £1.70, post free, and from No 37 onwards £2.25. Also available post free are *Index to The Devon Historian* (for issues 1-15 70p and 16-30 £1.20), and *Devon Bibliography* (1980 70p, 1981 and 1982 80p each, 1983 and 1984 95p each). Bibliographies for more recent years are available from Devon Library Services.

The Vice-Chairman, Mr John Pike, 82 Hawkins Avenue, Chelston, Torquay TQ2 6ES, would be glad to acquire copies of the out-of-stock numbers of *The Devon Historian* listed above.

NOTE FOR CONTRIBUTORS

Articles are welcomed by the Hon. Editor to be considered for publication in *The Devon Historian*. Generally the length should not exceed 2,000 - 3,000 words (plus notes and possible illustrations), although much shorter pieces of suitable substance may also be acceptable, as are items of information concerning museums, local societies and particular projects being undertaken.

To assist the work of the Editor and the printers please ensure that contributions are clearly typewritten, on one side of the paper only, with double spacing and adequate margins, and also, as far as possible, that the journal's style is followed on such matters as the restrained use of capital letters, initial single rather than double inverted commas, the writing of the date thus e.g.: 31 October 1992, etc.

HIGHWAY ENGINEERING ACHIEVEMENTS EXETER TURNPIKE TRUST 1820-1835

A. Brian George

Not long after it was formed in 1753 the Exeter Turnpike Trust carried out two major bridge schemes, Countess Wear in 1774 and Exe Bridge with Bridge Street in 1778. The trust also administered 150 miles¹ of roads but the improvement of these did not take place so quickly, and it was the Honiton and Ilminster Turnpike Trust with its new road from Yarde, near Upton to Horton Cross near Ilminster in 1807-12² and the Cullompton Turnpike Trust with its new road from Hazelstone, north of Broadclyst to Padbrooke bridge near Cullompton in 1813-16³ that pointed the way to improving Devon's long distance routes.

Pressure for the improvement of the long distance roads was building up at the end of the eighteenth century with the introduction of mail coaches, but Devon's highways still suffered from:-

- a. Narrow width;
- b. very steep inclines (>1 in 7);
- c. unnecessary undulation and altitude;
- d. excessive rolling resistance due to bad surfaces.

Improvements in width were being carried out under the provision of the Act which set 30 feet as the allowable maximum for which land could be taken from the adjoining landowners and compensation given, but there were 1 in 7 inclines on the roads from Exeter to Plymouth, to Okchampton, to Tiverton and to Cullompton via Bradninch. Roads rose to over 800 feet to cross Haldon Hill, to 765 feet beyond Whitestone and to 500 feet over Stoke Hill. Undoubtedly historically the high routes reflected the need for travellers to keep above attack in low ground but they made wheeled travel exhausting. Soft and pot-holed roads led to broken wheels and axles.

In 1819 James Green, County Bridges Surveyor to the Quarter Sessions who also was practising as a consulting engineer, proposed to the Plymouth Eastern Turnpike, the Ashburton Turnpike and the Exeter Turnpike Trusts a comprehensive improvement to the Exeter to Plymouth road that involved the subsequent realignment of 14 miles of route. His proposals were printed by Nettleton of Plymouth and published with a plan to a scale of one inch to one mile.⁴ The Exeter Turnpike Trust route to Chudleigh at that time passed through Shillingford and the final rise to the crest on Haldon was at a gradient exceeding 1 in 7. While Green's route across Haldon (by the racecourse) saved little in altitude, 785 as against 817 feet, by using the route to Newton (Abbot) as far as the bottom of Telegraph Hill and by disturnpiking the Shillingford route, it was possible to reduce the overall mileage to be maintained by 3 miles. Green proposed gradients not exceeding 1 in 18 on the western side of Haldon and 1 in 16 on the eastern side. The Turnpike Trusts combined to have a Bill passed through Parliament in June 1820⁵ and the old road to Chudleigh reverted to the parishes in November 1822. So even in those days inception to completion took three years.

A record of Green's fees for this work is not available but a further project gives an indication. On 16 January 1821 fifty-two trustees, including Sir T.D. Acland, Sir S. Northcote and Sir H. Carew, met at the Globe Tavern, Exeter, to hear James Green

report on the possibility of improving the Exeter to Okehampton road as far as Crockernwell, this being the limit of the Trust on that route. The essence of the report was that while little could be achieved between Taphouse (Tedburn St Mary) and Crockernwell other than widening and making a causeway, the length between St Thomas, Exeter, and Taphouse via Whitestone was so difficult to improve that a new route was required. The Whitestone route was difficult because at Red Hill there was an incline of 1 in 8 for three furlongs and beyond Nadderwater a long ascent at 1 in 12. At Heath Cross the elevation was 765 feet before the road dropped to Lilleybrook and finally ascended to Taphouse.

Green proposed using the Exeter to Dunsford road as far as to the top of Pokem Hill and then following the Alphin brook to the top of Five Mile Hill (the Pathfinder village now) where the summit would be 440 feet. Gradients would be 1 in 18 to the top of Pokem (Pocombe) Hill and 1 in 20 to Five Mile Hill and to Taphouse.⁶ As built the road started from Pocombe bridge and an Act was obtained on 19 April 1821.⁷ Green was paid £185-0s-2d for making the plans of the new road and was also paid a further £11, 11s, possible for attending the Trust to present his scheme in person. His estimate for the proposed works was checked by Thomas H. Lakeman and by the new Trust Surveyor, William McAdam. McAdam built the road which was completed in July 1824 and the route was taken in as part of the Trust the following October.

A recital of the summit heights of the old and new road does not tell the whole story of the amount of ascent required to follow these routes. The difference in elevation between the Seven Stars Inn at St Thomas and Tedburn St Mary was about 390 feet, but this was not a continuous rise and the table below shows the amount of the three ascents in that direction on the route.

ST THOMAS TO TEDBURN ST MARY

(Heights above Ordnance datum in feet)

<i>Via Whitestone</i>		<i>Via Five Mile Hill</i>	
St Thomas	30	St Thomas	30
	+271		+170
Redhills (W'stone X)	301	Redhills (Crossmead)	200
Nadderwater	200	Pocombe Bridge	95
	+565		+345
Heath Cross	765	Five Mile Hill	440
Lilleybrook	281	Great Htish	350
	+139		+70
Tedburn St Mary	420	Tedburn St Mary	420
Total rises	+975	Total rises	+585
Difference in summit heights	765 - 440 = 325		
Difference in total ascents	975 - 585 = 390		

Working from St Thomas to Tedburn the total ascents are 975 feet on the Whitestone route and 585 feet on the Five Mile Hill route. Travelling in the opposite direction in order to descend the 390 feet from Tedburn to St Thomas one does in fact have to ascend 585 feet on the Whitestone route and 195 feet on the new route. This 390 feet difference is the significant measure of the improvement of Green's route coupled with his easier gradients. The other measure is that William McAdam had become Surveyor to the Trust in May 1820 and his careful management of the road surfaces in accor-

dance with the principles of his father J.L. McAdam would bring about a significant reduction in rolling resistance, so that together the work of Green and McAdam would enable the trustees to report that the number of horses in a team had been reduced over many journeys.

Meanwhile in mid-Devon the Hon Newton Fellowes, later to become Lord Portsmouth, had employed the Barnstaple architect Thomas Lee to build Eggesford House which was completed in 1822. This delightful situation was, however, the wrong side of the river Taw from the Exeter to Barnstaple turnpike road so in 1824 Fellowes employed James Green to direct the construction of a new bridge across the river,⁸ no doubt to ensure the construction would be deemed suitable for the structure to be adopted by Quarter Sessions in due course as a County Bridge. The Hon Newton Fellowes was a trustee of the Exeter Turnpike.⁹ Also in 1824 that Trust were employing as a surveyor for new works John Pascoe, who had assisted James Green in the survey of Braunton Marsh in 1810. In 1824 Pascoe was busy finding a new route at Culverhouse Hill (on the Dunsford Road) for the Trust, but by January 1825 the minutes note that he was surveying new lines of road for a forthcoming Bill in Parliament. Green must have put a few ideas to Fellowes and these had obviously been passed on to selected trustees, for in July 1825 the trustees at a meeting at the Globe Tavern passed a series of instructions. The Surveyor was to lay down new lines from Cowley bridge to Crediton, from Crediton to Barnstaple Cross, to Coppelstone and thence in parallel to the Morchard Bishop road to abreast of Chawleigh, about 18 1/2 miles. Mr Pascoe was to obtain the consent of owners so that the Solicitor might be enabled to lay before the House of Commons at next Sessions a Bill for the projected improvements. Mr Pascoe was to confer with the Hon Newton Fellowes respecting the laying down of the plan of the north line of road. Mr Pascoe was to lay down new lines from the New London Inn to the Red Cow Gate and from Cowley bridge to Stoke Canon and obtain the consent of the owners. The Solicitor was to give regular notices of the passing of the new Bill. The Treasurer was to write to Barnstaple Trust pointing out the necessity for improvements to their road.

So three new schemes were afoot: Exeter to Barnstaple, Cowley bridge to Stoke Canon and Red Cow Gate to the New London Inn, Exeter. At that time the road to Barnstaple left Crediton via Mill Street and Forches Cross to go to the north of the town and thence to New Buildings, Morchard Bishop, Chawleigh and Chulmleigh before dropping to cross the river Taw at Colleton Mills and then rising to Burrington, High Bickington and Atherington before recrossing the river Taw south of Bishop's Tawton and then reaching Barnstaple. Pascoe's route was westwards from Crediton to Barnstaple Cross which was the summit at 454 feet and thence to Coppelstone. From here the road descended along tributaries of the river Taw to the Taw itself whence it followed that river to Eggesford bridge.¹⁰ The Barnstaple Trust took the road from Eggesford bridge alongside the river to join the existing route at Fishleigh Barton, some 22 miles from Crediton.¹¹ The Exeter Turnpike Trust received its Act on 22 March 1826.¹² The brilliance of the new route was the reduction in ascents and descents. Colleton Mills at 170 feet was 6 feet higher than Mill Street, Crediton at 164 feet. The table shown below gives an indication of the enormous reduction in work by travelling on the new route. The elevation of Eggesford bridge is 200 feet and so an appreciation can be made of the effort saved by the Hon Newton Fellowes in travelling to Exeter by a new road that followed a river, rather than crossing a series of valleys and summits, as ascents of 304 feet for him could be compared with 1216 feet on to the

old turnpike road via Chawleigh.

CREDITON TO COLLETON MILLS

(Heights above Ordnance datum in feet)

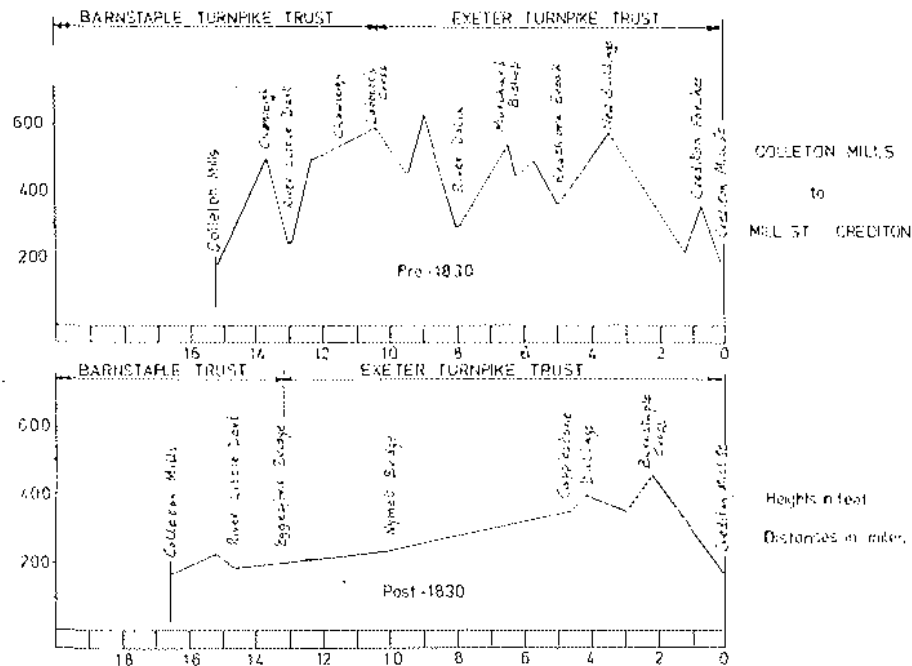
Via Morehard Bishop		Via Coppelstone		
Crediton Mill St	164	Crediton Mill St	164	
				+290
Forches Cross	358	Barnstaple Cross	454	
Frogmire	217	Spence Combe	350	
				+50
New buildings	578	Dulings	400	
Knathorne brook	360	Copplestone	345	
				+130
Oldborough	490	Dart bridge	179	
				+39
South of Morchard	445	Chulmleigh Cross	218	
				+95
Morchard Bishop	540	Colleton Mill	170	
Calves bridge	298	Total rises	+379	
				+331
Forches	629			
Handsford	449			
				+141
Labbett's Cross	590			
Savoury's	240			
				+260
Chulmleigh	500			
Colleton Mill	170			
Total rises	+1512			

Difference in summit heights $629 - 454 = 175$

Difference in total ascents $1512 - 379 = 1133$

This scheme was completed in about 1830 and James Green collected £60 from Exeter Turnpike Trust for the designs of three bridges, two at Bury and one at Lapford together with £60 from Barnstaple Trust for two bridge designs, one over the river Little Dart and one over the Taw at Newnham. Pascoe was paid £500 in January 1827 for work over some years and no more is written of him after 1828. It is not clear when the Cowley bridge to Stoke Canon scheme was completed but it had first priority for construction in October 1827. This simple improvement, more or less at horizontal level, avoided the existing route via Old Tiverton Road, Mincinglake bridge and Stoke Hill to the Stoke Canon causeway. Levels were 53 feet at Cowley rising to 90 feet and dropping to 65 feet at Stoke Canon. Hitherto, travellers had to climb to 500 feet to cross Stoke Hill and climb 1 in 7 inclines on the way but the new route was one mile further from Exeter Guildhall to Stoke Canon. Nevertheless the saving in energy by using the new route was obvious.

In February 1830 the Hon Newton Fellowes gave notice that at the next meeting of the Trust he would move the following resolution:-



That as the new roads now forming by the Trust from Eggesford bridge and Stoke bridge will be incomplete without a new line of road is made to avoid St David's Hill, that such new line shall be executed as soon as by a complete investigation the best line of road can be ascertained, the necessary powers from Parliament can be obtained, and the state of funds of this Trust will justify the undertaking.

In fact it took five years to achieve the best route for New North Road. In September 1832 it was reported that the estimated cost of land at £8000 equalled the original overall estimate. Eventually work was completed in April 1835 by Mr William McAdam at a cost of £484 below the agreed estimate to a plan completed by Mr Murray Vickers. At the same time £2500 was voted to the Exeter Improvement Commissioners towards the £9000 cost of the Iron Viaduct and approaches in Lower North Street across the Longbrook, as this improved the commencement of the turnpike road to Barnstaple from the Crown and Sceptre Inn by reducing the drop to the Longbrook. This structure remains today as possibly the finest example of cast iron construction in the south west peninsula. The gradient on the south east approach to the viaduct was eased to 1 in 17 and on the north west approach to 1 in 20.

Over some fifteen years the worst routes of the Exeter Turnpike Trust were replaced. Green and Pascoe were employed on a part time basis to locate and define the new routes while William McAdam was employed to carry out construction, local widenings and to improve road surfaces by diligent maintenance. These were years of great achievement for the Exeter Turnpike Trust as the Trust established new standards for improvement and maintenance. A maximum gradient of 1 in 16 was achieved for new

work, small embankments and cuttings assisted in reducing ascents and descents and there was the early use of bridges to carry one road over another such as at Great Huish farm on the Exeter to Tedburn St Mary road.

References

1. As listed 10 June 1816, Exeter Turnpike Minute Book ETT 3/2, DRO Exeter
2. 1807 47 Geo 3 1c6
3. 1813 53 Geo 3 c65
4. Green J, Exeter Turnpike Trust, Proposed Improvements to Exeter-Plymouth Road, 15 Jan 1820, Deposited Plan No. 39, DRO Exeter
5. 1820 1 Geo 4 c21
6. Green J, Exeter Turnpike Trust, Road Improvement Exeter-Crockenwell 30 September 1820, Deposited Plan No 40, DRO Exeter
7. 1821 1&2 Geo 4 c37
8. Exeter Flying Post, 20 August 1824, 4c
9. Exeter Turnpike Trust Minute Book ETT 2/5, DRO Exeter
10. Pascoe J, Exeter Turnpike Trust, Existing and Projected Roads 1825, Deposited Plan No 68, DRO Exeter
11. Bailey C, Barnstaple Turnpike Trust, Projected Route Eggesford to Umberleigh, Deposited Plan No 69, Exeter
12. 1826 7 Geo 4 c25

OPENING UP SOUTH DEVON - THE HOPKINS CONNECTION

Keith S. Perkins

An early attempt at 'opening up' part of south Devon was the Plymouth & Dartmoor Railway, brainchild of Sir Thomas Tyrwhitt, who visualised it as a benefit to agricultural developments on the moor and as giving a profitable hinterland to Plymouth. An Act to incorporate the railway was obtained in 1819 and a second Act, in 1820, authorised extension of the agreed line at Plymouth to Sutton Pool, with a branch to Callewater. To give overall supervision to the construction of the railway the P. & D. R. Company had 'borrowed', as part-time engineer, William Stuart, currently by Admiralty appointment engineer under John Rennie and Joseph Whidbey to the Plymouth Breakwater undertaking.¹

In 1821, during the line's construction, serious difficulties arose, and the committee of the P. & D. R. Company resolved 'that an engineer practically acquainted with railways be appointed under Mr Stuart.'² The man they chose was a Welsh civil engineer and mineral surveyor, Roger Hopkins of Glamorgan. Described as one of the early railway engineers, Hopkins had, in 1804, built the tramroad between Pen-y-darren and Abercynon in south Wales upon which Richard Trevithick tried the first railway locomotive engine.³ Certainly Roger Hopkins possessed the necessary qualifications for being 'practically acquainted with railways' for he had also engineered the Monmouth Railway through the Forest of Dean (1812),⁴ and now, on 9 April 1821, the P. & D. R. Company appointed him assistant engineer to their company, thus putting him into a favourable position to take over from William Stuart should they deem it expedient. But first it was requested of Hopkins that he inspect and report on the state of the railroad between Crabtree and Jump (Roborough), where it appears that Stuart had deviated from the agreed route.⁵

The findings of the report were apparently so serious that it became necessary to amend the earlier Act. Hopkins was sent off to Parliament to guide through a new Bill at the Lords' Select Committee stage, and, with the Earl of Shaftsbury in the chair, Hopkins stated to the Committee 'that the necessity for the present application to Parliament for the Bill was not manifested until the month of April last, and originated in the impracticability the said railway found of proceeding with the work on the original line . . .' Such allegations 'were proved by Roger Hopkins to the satisfaction of the Committee' and on 2 July 1821 'An Act to authorise the Plymouth and Dartmoor Railway Company to vary the line of a certain part of the said railway; and to amend the Acts passed for making the said railway' received the Royal Assent.⁶

The humiliated Stuart had to take the blame for what had occurred, and on 8 October 1821 after continually refusing to co-operate with the committee on the matter, he was dismissed from the office of company engineer.⁷ Eventually, on 26 September 1823 - after new supervision of construction - the Plymouth and Dartmoor Railway was opened. During the years of its operation the name of Roger Hopkins was to feature in other developments.

In south Devon the year 1823 saw further enterprising events. For instance: Captain Samuel Brown RN, of Union Chain Bridge fame, designed an 850-ft span suspension bridge for Saltash;⁸ James Meadows Rendel - engineer to the Earl of Morley of

Saltram – advanced plans to erect a suspension bridge across the Plym estuary at Laira,⁹ and whilst Roger Hopkins retained his position with the P & D.R. Company he also attracted those projectors who, under the chairmanship of George Templer,¹⁰ wanted to build a bridge over the Teign estuary between Teignmouth and Shaldon.

The combined effect of such imaginative undertakings, together with the construction and improvement of roads throughout south Devon – for so long the domain of the pack horse and little else – contributed to the opening up of the county and the furtherance of wheeled traffic. It was John Loudon McAdam – ‘McAdam (the Colossus of Roads)’ as *Punch* called him – and his son William who were chiefly responsible for the reorganisation of roads in south Devon which helped to restore much of the county’s prosperity in the 1820s.¹¹ Thus, when the estuary bridges at Teignmouth and Laira were completed, they would become the ‘exits and entrances’ to the ‘large agricultural districts of the southern shores of the county’¹² between Exeter and Plymouth, not least the South Hams, and the rapidly improving watering places, particularly Torquay. They would, in fact, become integral parts of the south Devon coast road, clas-

sified today as the A379.

It was considered that it would be of ‘advantage to the inhabitants of Teignmouth’¹³ and its adjacent villages if a bridge were erected across the River Teign. Such an idea it seems had been mooted from as early as the turn of the eighteenth century and again in 1821, but it was not until late in 1823 that earlier proposals began to take on a more positive dimension, and here Roger Hopkins slips back into the picture by way of a curious incident when James Rendel approached him as he attended to railroad matters on Dartmoor.

The Earl of Morley, who had for some considerable time been under pressure from Sir William Elford (the Plymouth Recorder)¹⁴ and others to abandon his plan to erect a suspension bridge across the Plym estuary, now considered the construction of a wooden bridge instead. But Rendel, who opposed the idea, nevertheless was directed by Morley, on the morning of 29 October, to attend Henry Woolcombe¹⁵ at his office to see the model of a wooden bridge that Roger Hopkins had designed (almost certainly this was the design for Teignmouth). But, unable to find Woolcombe, Rendel set off to find Hopkins. Alas, Hopkins refused to show the model to him, leaving Rendel no alternative but to return to Morley to report his failure.¹⁶ A few days later, however, on 10 November, both Hopkins and Rendel could be found on the banks of Laira ‘ascertaining the practicability of building a wooden bridge on the Western site . . . from Great Prince Rock to Pomphlet Point. Instead, the eastern site opposite Saltram was chosen.’¹⁷

On 8 December, with the backing of the Modbury Turnpike Trustees, Rendel wrote in a letter to Morley:

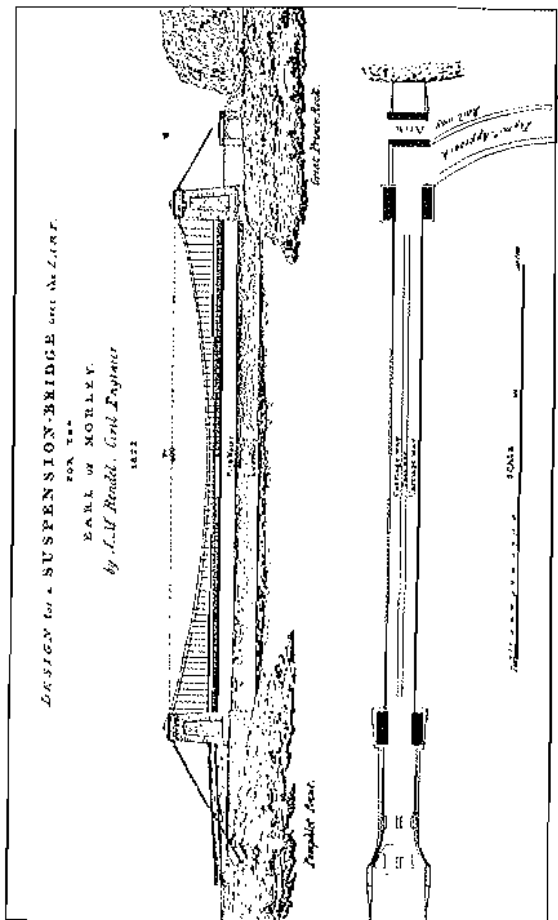
‘My Lord, I cannot avoid at this time giving your Lordship a few of my reasons for doubting the eligibility of a wooden bridge over the Lary and I trust that your Lordship will not read them with an idea that they proceed from prejudice and blind favour for suspension bridges . . .’¹⁸

But Rendel’s case could not have been helped when, in a letter to Morley, dated 29 December, Thomas Telford, who had just returned from Dublin and was advising Morley on bridge matters, wrote that:

‘I have no hesitation in saying that taking into consideration all the circumstances connected with the communication across the Laira that I consider a properly constructed wooden bridge upon the upper or Eastern side, preferable to a suspension bridge constructed upon the lower or Western site . . .’¹⁹

Late in December 1823 Hopkins – who was no longer in consultation with Rendel at Laira – set off for an extended spell in London, where, for the next five months, he assisted in, amongst other matters, the preparation of an estimate and tender to supply Dartmoor granite for the whole construction of the new London Bridge;²⁰ thus the Plymouth & Dartmoor Railway Company would benefit from this new trade by transporting granite from Dartmoor to quays in the Plym estuary. Still in London, in February 1824 he finalised the design for the proposed bridge between Teignmouth and Shaldon,²¹ and we find, by examining the design itself, that Hopkins had designed a wooden bridge of 43 arches, with the arch at the extreme northern end opening outwards towards the mouth of the river to form a swing bridge, thus allowing the passage

Design for a Suspension Bridge over the Laira for the Earl of Morley, by J.M. Rendel Civil Engineer 1822. This project was abandoned in May 1824. The archway on the right was intended for the passage of the Plymouth & Dartmoor Railway. © Clerk of the Records – House of Lords Record Office



of large or masted vessels. Over the main channel a humped or raised section consisting of three arches was shown, but the lengthy approaches on the Teignmouth side (as still seen today) were not equalled at Shaldon. However, when the bridge was completed in 1827 nine of the 43 arches had been omitted leaving just 34, and the reduction of nine arches from the original design seems to have been the reason for extending the approaches at Shaldon.

In Plymouth, also in February 1824, James Rendel again tried to persuade Lord Morley to abandon the wooden bridge scheme by quoting cases of wooden piles at Sheerness needing replacement every six or seven years.²² But, as we shall see later, this warning by Rendel went unheeded, not at Laira though, where soon the issue would become irrelevant, but at Teignmouth. However, by 20 May Morley had settled the matter 'when it was determined (at Laira) to build a wooden bridge of seven arches on stone piers'.²³ Ultimately, on 9 June 1824, Bills to erect bridges at both Teignmouth²⁴ and Laira received the Royal Assent. But within five days of the Act, on 14 June,²⁵ the whole scenario at Laira had changed when Rendel produced the design of a cast iron bridge, which induced Morley to alter his contract with Messrs Johnson²⁶ and to adopt this new plan instead.²⁷

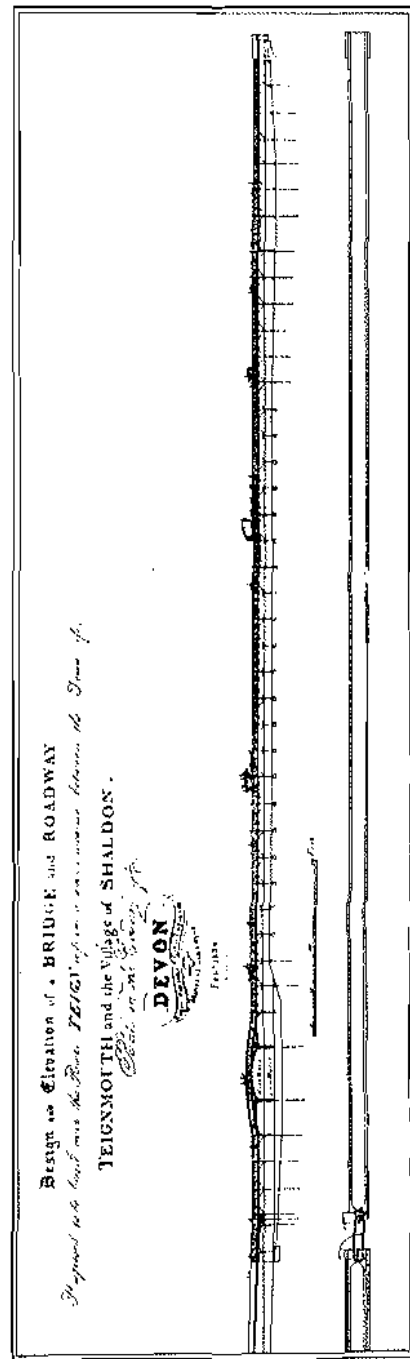
By 8 August the contract for a wooden bridge had been thrown out, and one for a cast iron bridge - of five elliptical arches, to be built on the originally proposed western site - was put in its place, no doubt to the great delight of James Rendel. And as construction of the two bridges progressed over the next three years, so the south Devon roads showed signs of considerable improvement. Mr R.W. Newman of Sandridge (MP for Exeter 1818-26 and trustee to the Kingsbridge and Dartmouth Turnpike Trust)²⁸ stated to a Commons Select Committee that 'since the roads have been improved by the McAdam family and by surveyors who have imitated them, the conveyance is now so easy and rapid that a very large amount of the economy of the county is daily sent from Devon to the Metropolis such as butter, poultry and other articles'. McAdam was known to have worked for no pay at all, and at Dartmouth where the trust finances were in an embarrassed state they declined to invite him until they were assured it would not put them to any expense.²⁹

On 8 June 1827 the Teignmouth and Shaldon Bridge was opened to traffic by the Duchess of Clarence (later to be Queen Adelaide) when she drove over it in her carriage. Little more than a month later, on 14 July, the duchess opened Laira Bridge in similar fashion.

By the early 1830s there had been considerable progress in making Devon roads wide enough to take wheeled traffic,³⁰ although for some years to come the transport of people and goods was still to be largely on the backs of horses. As the 'opening up' process continued, in 1833 Henry Woolcombe, as founder and president of the Plymouth Institution '... paid tribute to the skills and industry of McAdam'. Sadly however, by 1836 John Loudon McAdam,³¹ whose name had passed into the language in his own lifetime, was dead, his son having predeceased him by a few months.

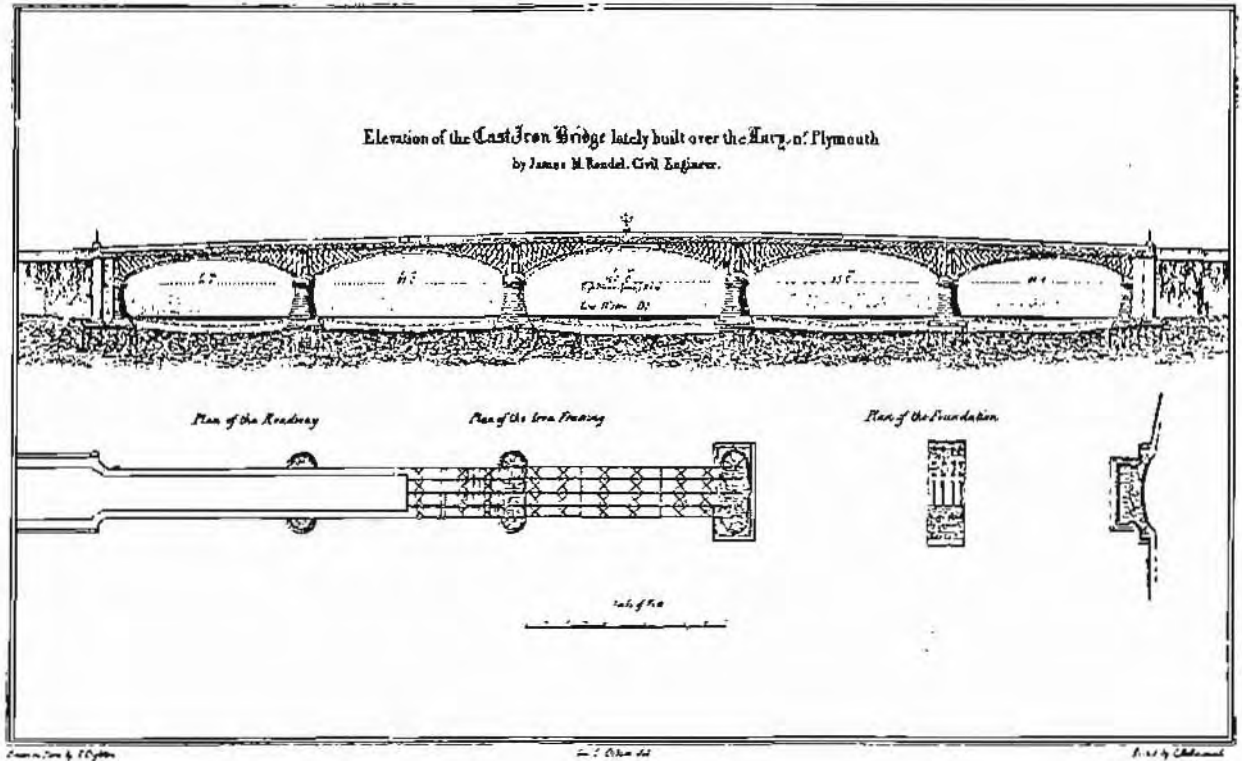
Any euphoria surrounding the improvement of roads in south Devon paled into significance when, at 1am on 27 June 1838, part of Roger Hopkins' bridge collapsed into the main channel of the Teign estuary, albeit without loss of life. The cause, aggravated just two hours earlier when two heavily laden wagons passed over the bridge, was extremely serious:

'A special meeting of the (Teignmouth & Shaldon Bridge) Company was held on 10

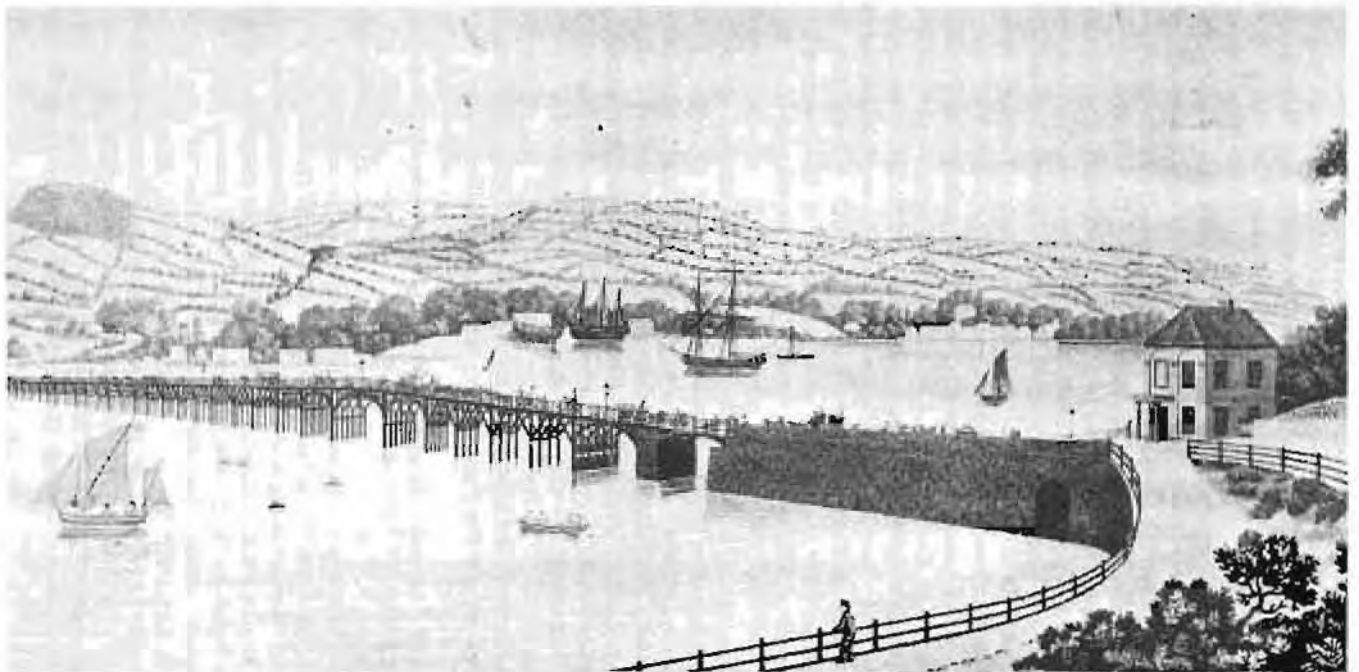


Teignmouth & Shaldon Bridge - Original design February 1824 by Roger Hopkins: Civil Engineer & Mineral Surveyor. (43 wooden arches, reduced to 34 on completion in 1827). © Clerk of the Records - House of Lords Records Office.

The Earl of Morley's Laira Bridge, Plymouth 1827 – Designed and executed under the direction of James Meadows Rendel, Civil Engineer – (Cast Iron Bridge of Five Elliptical Arches on Stone Piers – Total length within the abutments 500'). Track of the Plymouth and Dartmoor Railway can be seen in the foreground. © Somers-Cocks print No. 2317. Devon Library Services.



14



15

The First Teignmouth & Shaldon Bridge 1827 – Designed and executed under the direction of Roger Hopkins: Civil Engineer & Mineral Surveyor – (34 arches of wood, 1671' long and a swing bridge). © Torquay Natural History Society T.q.4.

inst (July), when it was resolved, that it is the unanimous and decided opinion of the meeting, that the injury recently sustained by the bridge was solely and entirely occasioned by the destructive effects of the worm (shipworm, or more appropriately, pileworm).³²

Rendel's warning about wooden piles needing replacement every six or seven years had come to roost! Horseboats were brought in to transport both horses and carriages until 13 April 1840, when the bridge – the longest in the United Kingdom – having been repaired was opened again to the general public.

By 1834 James Meadows Rendel had further improved communications in south Devon by constructing a drawbridge at Bowcombe Creek near Kingsbridge,³³ and by establishing steam and chain floating bridges at Dartmouth,³⁴ Saltash and Torpoint. In 1838 he left Plymouth to set up business in London, leaving Nathaniel Beardmore, his partner, to deal with westcountry matters.

Roger Hopkins by this time, now in partnership with his sons Rice and Thomas (who also were employed by the P. & D.R. Company) had engineered the Bodmin & Wadebridge Railway in Cornwall. In 1836 the partnership founded the Monmouthshire Iron and Coal Company (based at Bath), owned coalmines in south Wales,³⁵ and built, owned and directed the Victoria Ironworks in Ebbw Vale.³⁶ Evan Hopkins, the youngest son (named after his grandfather – yet another railroad engineer) in 1854 wrote a short memoir to William Stuart, whose daughter he had married.³⁷

Appendix

Teignmouth and Shaldon Bridge disaster ~ 1838

'Shipworm also called Pileworm, any of the approximately 65 species of marine bivalve mollusks of the family Terebridae (Teredinidae). Shipworms are common in most oceans and seas and are important because of the destruction they cause in wooden ship hulls, wharves and other submerged wooden structures . . .' *Encyclopaedia Britannica*.

Historical Notes:

Teignmouth & Shaldon Bridge 1827 – was replaced by 1932; but Hopkins' bridge approaches on both sides of the Teign estuary remain serviceable today.

Laira Bridge 1827 – was replaced by 1962; but parts of Rendel's abutment and bridge approach road at Pomphlett Point still survive.

Notes

1. Kendal, H.G. *The Plymouth & Dartmoor Railway* 1966. Page 14.
2. Hopkins, Evan 'A short memoir of William Stuart' 1854. Devon Union List, p 216.
3. Hopkins, Thomas. Annual Report, Institution of Civil Engineers, Minutes of Proceedings Vol. 8, pp 11, 12. (1849).
4. Baxter, Bertram – *Stone Blocks and Iron Rails* Pt 2.
5. Kendall, H.G. – op. cit. p.26.
6. Clerk of the Records – House of Lords. Lords Select Committee 23/6/1921. (Original Act: 1 G4 C.54 - 1820) (New Act: 1&2 G4 C.125 - 1821).
7. Kendall, H.G. – op. cit. p.30.
8. Perkins, K.S. – 'Samuel Brown's plan to Bridge the Tamar' *Devon Historian* 43, Oct 1991.

9. Welch, C.E. – 'Iron Bridge at Plymouth'. *Trans Dev. Ass. vol. 98.* (1966)
10. Trump, H.J. – *Westcountry Harbour*, p.68 (1978) Second Impression.
11. Gibson, Alan – 'Man who remade Devon's Roads' *WM News* p.4, 29 Nov. 1967.
12. Rendel, J.M. – 'Iron Bridge at Plymouth', p.99, *Trans. Plym. Athen. 1.*
13. Clerk of the Records – House of Lords, Act 5 G4 C.114.
14. Welch, C.E. – op. cit. 373.
15. Woolcombe, J.H.G. – 'Henry Woolcombe & His Diaries', Lec. Plym. Athen. 3 April 1975.
16. Morley Papers Acc. 69 – Accounts: Morley with Rendel, 29/10/1823.
17. *ibid* – Accounts 15/11/1823.
18. *ibid* – Letter: Rendel to Morley 8/12/1823.
19. *ibid* – Letter: Telford to Morley 29/12/1823.
20. Kendall, H.G. – op. cit. p.43.
21. Clerk of the Records – House of Lords, Design for Teignmouth & Shaldon Bridge. Hopkins Feb 1924.
22. Welch, C.E. – op. cit. p.376.
23. Morley Papers Acc. 69 – Accounts: Morley with Rendel 3-20 May 1824.
24. Clerk of the Records – House of Lords, Act 5 G4 C.114.
25. *ibid* – Act 5 G4 C.113. This Act amends Act 4 G4 C.10 (which is relevant to a proposed suspension bridge).
26. Welch, C.E. – op. cit. p.378.
27. Morley Papers Acc. 69 – Accounts: Morley with Rendel 14/6/1824.
28. Clerk of the Records – House of Lords, Kingsbridge & Dartmouth Turnpike Act 5 G4 C.12.
29. Gibson, Alan – op. cit.
30. Sheldon, G. – *From trackway to turnpike*, p.136 (1928).
31. McAdam, J.L. – Dictionary of National Biography.
32. *Exeter Flying Post* – June/July 1838.
33. Perkins, K.S. – Rendel's hydraulic drawbridge at Bowcombe Creek', *Devon Historian* 33, Apr. 1986.
34. Perkins, K.S. – 'The Puffing Giant', *Devon Historian* 30 Apr. 1985.
35. County Archives – Gwent.
36. Hopkins, Thomas – op. cit. pp.11, 12.
37. Hopkins, Evan – op. cit.

Acknowledgements:

Elliot, J.R. Area Librarian and Staff of the Local Studies Library, Plymouth.
Rowe, Mrs M.M. County Archivist, DRO, Exeter.
Brough, Paul. Senior Assistant Archivist, DRO, Plymouth.
Tibbott, Delwyn, County Archivist, Gwent.
Curator, Natural History Museum, Teignmouth.
Curator, Museum, Torquay.
Atkinson, Frederica M., Shaldon, Teignmouth.
Librarian, The National Library of Wales.
Clerk of the Records, House of Lords Records Office.
Reynolds Paul, Governor, Railway and Canal Historical Society, Tramroad Group, Swansea.

AN OVERLOOKED DESCRIPTION OF CREDITON

Ian Stoyte

The October 1990 issue of *The Devon Historian* contained an article by Alan Kelly¹ about his forbear, Samuel Rowe (1793-1853), originally a Plymouth bookseller. Selling books led to writing them and to membership for many years of the Plymouth Institution. One of the papers he presented at the Institution was developed into the influential *Perambulation of . . . Dartmoor*² for which he is now best remembered, though long before its publication he had abandoned bookselling, taken Holy Orders, and settled in Crediton after his election as Vicar in 1835.

Alan Kelly mentioned in passing that the Rev Samuel Rowe's assistance was sought in regard to information about Crediton for a projected work on Devon which was never completed.

The reference was to the gazetteer of the county planned, or intended, by F.W.L. Stockdale. A quite large collection of papers relating to it is kept at the Devon and Exeter Institution in the Cathedral Close in Exeter. It is a miscellany, including manuscript notes, printed pages from unidentified sources, fragments of pedigrees, and transcripts from earlier histories. One item of interest is an unrecorded sketch book of another, unrelated, Rowe, the Exeter-born artist George Rowe (1796-1864)³. However, the jewels of the collection are the dozens of responses from clergymen to the letters which Stockdale had clearly sent them in pursuit of both information about their parishes and orders for the eventual book. Bound a little confusingly in alphabetical order of incumbent rather than of parish, they contain many details that can be found nowhere else.

It is quite possible that it was Samuel Rowe who, as incumbent, contributed the description of Crediton in White's *Directory*⁴ of 1850. Be that as it may, the description that he wrote for Stockdale in February 1841 was earlier and in some respects livelier. He was moreover a man for whom topographical writing was no new experience, as the quality shows. Since recent enquiries have detected no knowledge of Rowe's account in present-day Crediton, it has seemed worthwhile to transcribe it and disseminate it more widely through the pages of *The Devon Historian*.

Here, then, is Samuel Rowe's description of Crediton in 1841. Rowe's spelling has been retained throughout, while punctuation has been modernised in places.

"Crediton is one of the most antient towns in Devonshire. In the time of the Anglo-Saxons it was the seat of the bishops of the diocese, and so continued until Leofric in the reign of Edward the Confessor removed it to Exeter. Crediton subsequently became a collegiate church and the building still presents an appearance not unworthy of its pristine honours. The church (is) dedicated to the Holy Cross and is a noble pile, 175 feet in length exclusive of the Lady Chapel and 73 feet in breadth across the transept. The building is cruciform with a fine tower rising from the intersection of the cross, which is supported by piers with arches springing from them, evidently among the oldest part of the building. It is traditionally reported that the present church does not stand upon the site of the original building but it is not probable that any material change of situation has taken place. The choir, nave and aisles are uniform in style and the general appearance of the structure warrants our attributing the principal part to the 14th century, when it was probably enlarged and the greater part rebuilt. On enter-

ing the western door a fine vista presents itself in one unbroken line from west to east, the pulpit and reading desk being placed diagonally at the piers of the tower arch. The choir is raised three steps above the general level of the church. The north and south transepts were originally chapels. The south porch has a beautifully grooved ceiling, the only relic of this kind now remaining, although within the memory of some of the older inhabitants the choir, nave and side aisles were appropriately finished with either a vaulted or an angular ceiling, with ribs, shields, copes, etc, at the intersections. A plain flat ceiling at present deforms the structure and still conceals parts of the original work. The piers of the arcades are massive and in rich capitals, and both in nave and choir are similar in plan and design. These, with the windows, belong to the Decorated period of the Pointed style. The lofty clerestory is so abundantly supplied with windows, especially in the choir, as to render the fabric particularly light and airy. The eastern is a noble window, very peculiar in its tracery, occupying the whole breadth of the choir. The other architectural features of particular interest are the three stone stalls with canopies on the south side of the chancel, sadly mutilated -- a remarkably interesting double piscina (early) near the south-east door -- the antient Saxon font lately restored and reappropriated to its original use. The Lady Chapel now used as a Grammar School is the breadth of the choir and south aisle, but originally appears to have included the north aisle also, or rather probably the south aisle was included in the church like the north aisle now is; and the Chapel occupied only the breadth of the choir. The arches here are evidently of higher antiquity than those of the church itself. The tower, though massive, is finely proportioned and embattled with lofty crocketed pinnacles. Over the south-east entrance to the church is the Corporation Chamber, where the Twelve Governors as patrons of the church and its dependencies meet to transmit their business. Over the south porch is the antient Muniment Room, now furnished with a library, the gift of a former Vicar more than a century since. It contains some good editions of the Fathers and other valuable theological works. The church is substantially pewed with wainscot and, including the galleries for the schools recently erected and other late additions, is computed to seat about 2000 persons. There are many interesting monuments but the most attractive to the antiquary is that of Sir John Sully and his lady, which long lay buried under the floor of the rising seats, but which was removed from its concealment when the last improvements were made in that part of the church. It is an altar tomb with the effigies of the knight in plate armour and with that of the lady in the costume of the age (Edward III). Judge Perriam's monument and that of the Fulford family are also interesting examples of their respective arts.

The altar-piece is in the scenepainting style, representing an interior with Moses and Aaron, and forming anything but an ornament to the church. There is a good organ. The tower is furnished with a fine peal of eight bells, a clock and chimes. The church is open for divine service three times on Sundays, on Wednesdays, Fridays and holydays. The Vicar and Chaplain of Crediton are elected by the Twelve Governors. They are also patrons of Exminster, Sandford and Kennerleigh, and of the Crediton Grammar School. Crediton church yard is spacious and agreeably planted with limes, and has lately been much enlarged and improved. It is now protected by a continuous iron railing with lofty granite gateways.

Large as the church is, the accommodation is found to be quite insufficient for the wants of this extensive parish. Within the last five years a great boon has been conferred upon the southern parts of the parish by R. Hippeley Tuckfield Esq, who has

built and endowed a neat and commodious chapel at Posberry for the convenience of his tenantry and neighbours and of his own family when residing at his cottage lately erected near the chapel. The Chaplain is appointed by Mr Tuckfield as patron, who has also built a house for the clergyman's residence. Mrs Hippisley Tuckfield, a benevolent lady, who is well known for the zeal and ability she has displayed in endeavouring to improve the National and other systems of education for the poor and whose works on that important subject are so deservedly celebrated, has built a boys' and girls' school in the immediate vicinity of the chapel where the children are instructed on her improved system with gratifying success. It is hoped that two other chapels in the western tythings of this extensive parish may be erected at no distant time and thus the church accommodation rendered adequate for the wants of the parishioners. The Grammar School, which as it has been already noticed is kept in the Lady Chapel at the east end of the church, was founded by charter of Edward VI. The Master, who is a clergyman, is appointed by the Twelve Governors. The charter directs that the Governors shall distribute 8 pounds yearly amongst four poor boys of Crediton appointed by them as scholars of the said school, to be called Queen Elizabeth's Grammar Scholars at Crediton.

Two charity schools, the English School and Blue School, were united in 1814 and placed under one Master in the house erected at Penton adjoining the town in 1806 under Sir J. Hayward's Charity. They are supported by endowments and annual contributions. The system is generally speaking that of the National Society. The Master and Mistress are appointed by the Twelve Governors and subscribers. Dunn's School, established for navigation, etc, under the will of Mr S. Dunn in 1794, endowed by the testator with £600 stock at 5 per cent, is also in the patronage of the Governors. There is also an Infants school supported by subscription, and Sunday Schools for boys and girls. The Independents, Unitarians, Wesleyans, and Baptists have each a chapel in the town.

Crediton is an improving town, since the Manor passed into the hands of James W. Buller Esq an Improvement Act has been attained. Under the provisions of that Act the Great North Devon Road which before only skirted the town now passes through it, the main street having been widened and new openings made for that purpose and for the general improvement of the town. Mr Buller, as Lord of the Manor, has also removed the Shambles from the High Street and built a spacious and commodious Market in North Street, with new and convenient streets of approach. A room has been appropriated for the sitting of the Magistrates which are held there. The weekly market is on Saturday. The vestiges of the antient division of the town into the Borough or West Town and East Town is still preserved in the fairs. The West Town of St Laurence's Green fair is held in August, the East Town Great Market (cattle fair) in April, and another cattle fair in September.

Crediton is a polling place for the Northern Division of Devon and the Centre of the Crediton Poor Law Union, which contained 29 parishes. The Union Workhouse, a neat and convenient brick building, is in a healthy situation west of the town on the Barnstaple road.

At the west end of the town is St Laurence's Chapel, now converted into dwellings. Little traces of the sacred character of the edifice remain, except the east and west windows, which are in tolerable preservation, of the lancet form with three lights. In a barn at Yeo, a farm in this parish, are also some remnants of an antient chapel. Near the church are some buildings forming two sides of a small quadrangle, lately occupied

as the parish workhouse. These evidently are part of the old ecclesiastical buildings. North east of the chancel is the site of the Bishop's palace. Scarcely a vestige can now be traced of the building, but the name is still retained. The vicarage, which is a modern house, was built and is kept in repair by the Governors. Part of the garden was within the precincts of the antient palace. The Chaplain's house in Dean Street was also built, and is kept in repair, by the Governors. Near it is an old building still called the Deanery. One of the rooms contains some vestiges of departed dignity in its wainscoted walls and pannelled ceiling with pendants. Of the old almshouses near the church yard on Bowden Hill there is nothing worthy of remark. Coplestone Cross is a highly interesting relic of antiquity. It stands at the extremity of the parish on the High Road to Barnstaple, on a pedestal of modern masonry. It is a rectangular shaft with its southern face ornamented from top to bottom. A niche at the top to receive a figure still remains. In the church yard at Crediton is a large wrought stone which was probably the pedestal of a highly ornamented cross. The antiquity of Crediton may be traced in the history of Winifred the Archbishop of Mentz, whose birthplace it was. A spring which once used to supply the East town with water is still traditionally known as Winifred's Well. The antient episcopal character of the place may also be discovered in Lord's Meadow, the name of a rich piece of land between the town and the Creedy, and in The Parks, a valuable estate adjoining the town on the south, formerly the Bishop's park, now the property by a late purchase of Mr Buller Downes, the family seat of that gentleman, is pleasantly situated on a gentle ascent above the vale of the Creedy. The views from the house are rich, diversified and agreeable. The prospects have of late years been much improved by the present possessor. Part of the grounds of Fulford Park, the seat of R. Hippisley Tuckfield Esq. is in Crediton and the mansion is just on the borders of the parish. Posberry Lodge is a sporting seat belonging to Mr Tuckfield, of modern erection. Newcombes, adjoining the town of Crediton, is a handsome building, delightfully situated, the seat of Benjamin Cleave Esq. Trowbridge, on the southern side of the parish, is the residence and property of John Yarde Esq. Spencecombe, which was formerly a gentleman's seat, is now occupied by a farmer. There is an antient intrenchment at Posberry which has never been noticed by any writer. I believe I am the first person who pointed it out and measured it."

Notes and References

1. Kelley, Alan, 'Samuel Rowe: no ordinary man', *The Devon Historian* 41 (Oct 1990).
2. Rowe, Samuel, *A Perambulation of the Antient and Royal Forest of Dartmoor and the Venouille Precincts*, Plymouth and London (1848).
3. I have no doubt that the sketchbook was George Rowe's. It came from George Rowe's Depository of Arts in Cheltenham. It contains sketches, in Rowe's style, of Exeter, Kenilworth, Leamington and other places he is known to have drawn. There is a lengthy itinerary of places of interest visited in the Midlands and on the Welsh borders in 1834, which is 'marked out for my antiquarian friend S.R.R. by his old friend and fellow traveller, G.R.'. If 'G.R.' is George Rowe, then 'S.R.R.' is surely Simon Radford Ridgway (1799-1878), who was a Writing Master at the newly founded Mount Radford College when Rowe was the Drawing Master there in 1827. Ridgway soon afterwards went his own way in Exeter, setting up the Magdalen House School and later the Marlborough House School. He was awarded an Honorary Doctorate by the University of Giessen in 1850, and, as Dr Ridgway, rivalled Mr James Templeton of the Mansion House School as the City's

leading private schoolmaster. He was an artist in his own right, giving that as his occupation in the 1871 Census of Exeter, and is listed in Somers Cocks, *Devon Topographical Prints 1660-1870*.

4. White, William, *History, Gazetteer, and Directory of Devonshire*. Sheffield (1850).

(An associated article by Ian Stoyke, on F.W.L. Stockdale, proposer of the gazetteer to whom Rowe addressed this description, will be included in the next edition of *The Devon Historian*. Editor.)

DEVON'S HISTORY IN THE NATIONAL CURRICULUM SOME RECENT INITIATIVES OF DEVON LIBRARY SERVICES

Ian Maxted

To meet the needs of teachers preparing courses of study for the new National Curriculum history, the County Local Studies Librarian has prepared a series of eleven reading lists for those who wish to add a local dimension to some of the History Study Units. Five period and six thematic lists have been prepared:

1. Invaders and settlers (c.1066)
2. Medieval realms (1066-1500)
3. The making of the kingdom (1500-1750)
4. Expansion, trade and industry (1750-1900)
5. The twentieth century
6. Domestic life, families and childhood
7. Food and farming
8. Houses and places of worship
9. Land transport
10. Ships and seafaring
11. Writing and printing.

The emphasis is on secondary sources which should be widely available in local studies collections, lending libraries or bookshops as well as articles in more widely held periodicals. The items included cannot always be directly geared to children but may

help teachers in preparing project material for class use. The lists were distributed as a series of individual leaflets during 1991 but have now been reissued together. They are available from the County Local Studies Librarian, Barley House, Isleworth Road, Exeter EX4 1RQ. A remittance of £1.50 (payable to Devon County Council) towards photocopying and postage and packing should accompany orders. There is no restriction on further photocopying of the booklists for education use. Any suggestions for improvement of the lists should also be directed to the County Local Studies Librarian (tel: 0392-384321).

The Local Studies Section of Devon Library Services has also initiated a conservation programme for its fragile single-sheet material (maps, broadsheets, illustrations etc). As part of this programme all pre-1800 broadsheets in the Westcountry Studies Library were photocopied, together with some other material. The resulting copies have been made up into broad subject groupings entitled "Exeter Garlands" and are also available for purchase from the county Local Studies Librarian. The following sets are available at present. An asterisk indicates sets which are in the early stages of compilation only and whose contents may therefore be limited. This series is in constant evolution as new material is discovered and copied. The items are printed on A4 sheets within covers in a plastic slide binder.

No.	Title	Sheets	Price
1	National politics 1641-1793	44	£4.50
2	Election broadsheets 1724-1806	24	£3.00
3	Idc Election 1761-1812	24	£3.00
4	Wars and Revolutions 1549-1803	21	£3.00
5	Crime and punishment 1782-1854	28	£3.75
6	Estate documents 1710-1800	30*	£3.75
7	Playbills and entertainments 1756-1793	48	£4.50
8	Trade and Industry 1731-1830	16*	£3.00
9	Poetry and popular literature 1780-1810	20	£3.00
10	Charity, welfare & religion 1706-1814	27	£3.75
11	Local government 1673-1809	9*	£3.00
12	Description & travel 1776	12*	£3.00
13	Miscellany of broadsheets 1651-1810	27	£3.75
14	Election broadsheets 1812	47	£4.50
15	Election broadsheets 1818-32	35	£3.75
16	Plymouth playbills 1840-41	33	£3.75

Also available from the County Local Studies Librarian are the issues of the "Devon Bibliography" from 1985 to 1989, price £2.00 per annual issue. These list an average of 600 books and pamphlets published each year. Since 1986 arrangement has been by place subdivided by subject with indexes of authors, subjects and proper names forming the subject of works.

FIGHTING FOR THE KING, SIR BEVILL AND SIR RICHARD GRENVILLE

Elizabeth Hammett

Fifty years after Sir Richard Grenville of the *Revenge* fought his heroic sea battle and died from his wounds, his grandson also fought bravely and died from the blows he received. But Sir Bevill Grenville fought on English soil against other Englishmen. The year was 1643 and the divisions between King and Parliament were finally being resolved in the grim reality of civil war. There was another grandson, also Sir Richard, like his grandfather. He survived the battles to die in exile abroad just months before the restoration of the monarchy.

These two seventeenth-century Grenvilles were very different characters. Bevill is remembered as a brave, gallant, honourable man whose untimely death was a tragic loss not only to his family, but also to the King's cause. Richard is remembered as the black sheep of the family, a quarrelsome, corrupt, vindictive man whose behaviour contributed to the failure of the Royalists in the West. Few people are as black or white as they are painted and the war itself brought out the best and the worst in men who might otherwise have lived obscure lives.

Bevill and Richard were born into a family with deep roots in Devon and Cornwall.¹

Their father was Sir Barnard Grenville, eldest surviving son of the Elizabethan Sir Richard. Their mother was a Cornish heiress and Bevill particularly always regarded himself as a Cornishman. He was the eldest son, born in 1596, so the bulk of the Grenville inheritance came to him. If it hadn't been for the troubled times, he would probably have passed his life happily as a country gentleman looking after his property, raising his family and taking his part in local administration. He settled at the family home of Slow, near Kilkhampton.² His father had not lived there and the property had been neglected. Bevill made many improvements to it. On his marriage his father also settled on him the Manor of Bideford and the island of Lundy. Bevill married Grace Smith, whose family lived at Madford, just outside Exeter. She suffered from ill-health for much of her life, but was a loyal wife, bearing several children and attending to affairs in Cornwall during Bevill's many absences.

During the disagreements between Parliament and King prior to the outbreak of war, Bevill had supported the reformers. But there was no question of where his loyalty lay when it came to fighting. Society then was still strongly influenced by the feudal code and chivalric ideas of honour. Called upon to serve in the army against the Scots in 1639 Bevill wrote, 'I cannot contain myself within my doors when the King of England's standard waves in the field upon so just an occasion . . . And for mine own part, I desire to acquire an honest name or an honourable grave.'³

At the outbreak of the Civil War Bevill was one of the King's Commissioners for Cornwall. He mortgaged much of his property and raised large loans to pay and equip his soldiers. He was rarely able to make the repayments on his loans. Financial difficulties were one aspect of life that Bevill and Richard had in common and it sometimes caused disputes between them.

Cornwall was strongly Royalist, but Devon was divided with the towns being for Parliament. Even Bevill's town of Bideford was against the King and did not surrender to the Royalist forces until after Bevill's death. A Cornish army was gathered together

and made an unsuccessful attempt to take Exeter. They retreated back to Cornwall, where the Parliamentary forces were defeated at the battle of Braddock Down. Bevill led the charge that scattered the enemy. Advancing once more into Devon they were in turn defeated at Modbury and retired again to Cornwall. There was then an uneasy truce in Devon and Cornwall which lasted from the end of February to April 1643. Further battles followed before a Royalist Victory at Stratton, a few miles from Bevill's home at Stow. Then the victorious army proceeded steadily through Devon without any major battles. Their intention was to advance on Bristol, but they needed to fight the Parliamentary army in their rear first. Bevill led his Cornish pikemen valiantly until he received a fatal blow, from which he died the next day, 6 July 1643. His troops continued to fight 'with their swords drawn and tears in their eyes' following Bevill's young son, Jack, who had been hoisted on to Bevill's horse when he fell.⁴

Bevill's remains were carried back to Cornwall and buried in the family vault at Kilkhampton.

Richard Grenville was serving in the army in Ireland at the outbreak of war in England and on returning in the summer of 1643 was captured by the Parliamentarians. Thereupon he enlisted in their army, possibly to ensure he was paid for his Irish service.⁵ He stayed with the Roundheads until 16 March when he went over to the King's side, bringing with him military secrets and money. He also thereby earned the undying hatred of the Parliament side who called him 'SKellum Grenville' and swore to hang him if they caught him.⁶ Being an experienced professional soldier he was welcomed by the King's side and was one of the major players in the remainder of the Civil War in the West of England.

Richard's behaviour is much more difficult to understand than his brother's. He must have been a charismatic figure for he commanded loyalty and discipline from his troops. But he also attracted much disapproval and disgust for his selfish, sometimes brutal, behaviour, especially from the civilian population who only wanted to be left in peace. He was a younger son without the resources to match his extravagant tastes, and greed was undoubtedly a motivating force in his actions. There were frequent claims that he used his power to enrich himself rather than for the good of the cause.

Greed seems to have been the only reason for his disastrous marriage many years before to Mary Howard, a young widow with a large fortune. Having had previous experience of fortune-hunters she had ensured that Richard could not make free with her property, which angered him. There were violent quarrels and, after the birth of two children, she left Richard. There were various legal actions which resulted in Richard being imprisoned. He escaped abroad to fight in foreign wars. His wife obtained a divorce in his absence. This unhappy episode seems to have embittered Richard. If any of his wife's employees came into his power they could expect little mercy. Her steward, George Cuttford, is thought to have died as a result of his imprisonment by Richard when he was commander of the King's forces before Plymouth.⁷

This was Richard's chief role, commanding the Royalist siege of Plymouth.⁸ The Roundhead hold on Plymouth was one of the main reasons for the defeat of the Royalists in the West. Although they could besiege the city on land, they could not prevent supplies coming in by sea. Richard tried various methods to take the city, both by military force and by treachery but nothing worked and in March 1645 he was ordered to leave Plymouth and advance into Somerset. He did so, but was badly wounded and spent two months recovering in Exeter, which was by then in Royalist hands. The rest of that year was a sorry tale of bickering commanders with conflicting commissions

MR SHARP'S PORTRAITS AT TEIGNMOUTH AND EXMOUTH

Christopher G. Scott

who could not, or would not, co-operate. The Commissioners of Devon, responsible for raising money and supplies for the King's cause, complained to the Prince of Wales about Richard's misbehaviour. It was alleged that he held civilians to ransom and that his troops had fought with troops under other Royalist officers.⁹ Several members of the Prince's Council visited Richard and attempts were made to settle his disputes with the Governor of Exeter, Sir John Berkeley, without much success.

Despite these problems, the Royalists seem to have realised that Richard Grenville was the best leader they had and he was offered command of the new army being formed from the western troops. However this decision was countermanded by the King who appointed Lord Goring as overall commander. Naturally this did not please Richard and there were further quarrels. Goring's soldiers were notoriously ill-disciplined, being allowed to plunder the countryside, thus further alienating the general population from the King's cause. It was generally acknowledged, despite the outrages he committed, that Grenville did at least discipline the troops under his command.

Gradually the Royalists retreated back into Cornwall and final defeat became inevitable. In January 1646 Richard Grenville was imprisoned when he refused to accept a subordinate command under Lord Hopton. Goring by this time had fled abroad. But he was released in March when the Prince of Wales left Cornwall for the Isles of Scilly. The fighting was over and Richard, knowing that if the Roundheads caught him he would receive no mercy, also escaped abroad. He continued his quarrelsome ways amongst the exiles abroad and died a lonely and embittered man in 1659, having been looked after by his daughter.¹⁰ On 25 May 1660 Charles II returned to the throne. But for Beville and Richard Grenville, as for so many others, it was too late. The Grenville family fortunes were restored by Beville's son Jack, who was created Earl of Bath.

References

1. For a summary of the family's ancestry see *Grenville* by Alison Grant pp 1-4.
2. Stucley, John *Sir Beville Grenville and his times*. 1983. Henceforth 'Stucley'.
3. Letter to Sir John Trelawney quoted in Stucley.
4. Letter from Beville's giant Cornish servant Anthony Payne to Beville's wife, Grace, quoted in Stucley.
5. Wedgewood, C.V. *The King's War 1641-1647*, 1958.
6. Miller, Amos C. 'The Impact of the Civil War on Devon and the Decline of the Royalist Cause in the West of England 1644-5' *Trans. of the Devonshire Assn.*, 104, 1972.
7. Miller, Amos C. 'Lady Howard and her children' *Trans. of the Devonshire Assn.*, 102, 1970.
8. Andriette, Eugene A. *Devon and Exeter in the Civil War*, 1971.
9. Miller, Amos C. 'The Impact of the Civil War on Devon and the Decline of the Royalist Cause in The West of England 1644-5' *Trans. of the Devonshire Assn.*, 104, 1972.
10. Miller, Amos C. 'Lady Howard and her children. *Trans. of the Devonshire Assn.*, 102, 1970.

Elizabeth Hammett was born in and lives at Barnstaple. Always interested in history, she trained as a librarian but now works part-time as a legal secretary.

A daguerreotype photographic studio was opened at 3 Castle Terrace, Exeter, during 1842 under licence from the 'patentee' Richard Beard.¹ Apparently the licence covered Exeter and 16 miles around, but by 1844 the studio had closed. However, in 1846 Beard advertised in Exeter for licensees, and by May 1847 the Exeter studio had reopened.

It therefore seems surprising that someone would open a studio at Teignmouth² during September 1848, since there already was one at Exeter, and considering the expense and uncertain recompense of establishing a studio in the 'out of season' resort. There would obviously be fewer customers than in the summer months, and exposure times would be longer, with the risk of blurred portraits. But a Mr Sharp advertised that he had erected a 'glass chamber' as a studio taking coloured photographic daguerreotypes at Woodbine Cottage, Brunswick Place, Teignmouth. By November, he advertised that he was leaving the neighbourhood. However, during March 1849 Sharp advertised in the *Exeter and Plymouth Gazette* explaining what he was doing.

Mr Sharp had made arrangements for the exclusive right to take his photographic portraits 'in this district'.³ He had taken the Portrait Rooms at 3 Castle Terrace, Exeter, and had erected a 'glass house' for taking 'highly finished Coloured Portraits' at Baring Place, Exmouth. Examples of the 'gradual progress made in the Art' could be seen at the Exmouth studio from 10 to 4 o'clock, Monday to Wednesday; and at the Exeter studio Thursday to Saturday. Sharp's advertisement, dated Exmouth 17 March 1849, pointed out that he had 'seven years of incessant study and practice in London, Bath and elsewhere'. The photographer's visits to Exeter 'in consequence of other arrangements' were to be discontinued after Saturday 9 June 1849,⁴ and he seems to have left Exeter and its vicinity as no further references appear in the local newspapers. Who was Mr Sharp?

It is thought a Mr Sharp operated a daguerreotype studio at Bath in 1841 as a licensee of Richard Beard.⁵ Also, a Mr Thomas Sharp is thought to have bought the rights from Richard Beard (the patentee) for the whole of Somerset and had licensed Thomas Sims to operate a studio at Weston-Super-Mare⁶ in 1847. An examination of a newspaper that circulated in both Sherborne (Dorset) and Yeovil (Somerset) shows a Mr Sharp operating at Yeovil in 1847. It seems to be the Mr Sharp who visited Devon. In January 1847 Sharp advertised to inform the town of Yeovil that for the first time he was on a short visit and had erected a 'glass chamber' for taking coloured photographic portraits.⁷ A part of that advertisement is the same as that appearing at Teignmouth: '... the productions of the present season far surpass in delicacy of tone, as well as in truthfulness of expression, those of any former period...' The advertisement, dated 20 January 1847, invited the public to view specimens at Mr Sharp's apartments, at Mrs Garretts, Reckleford, near Silver Street, between the hours of ten to three o'clock. The newspaper commented that photography and '... various processes connected with this interesting art, it is generally known, are patented in this country, and... can only be conducted by those who have purchased... the exclusive right to practice of the patentee... Mr Sharp's licence does not extend beyond the county of Somerset... he cannot favour the inhabitants of Sherborne with a visit. We do hope... many of our friends

may be induced to ride over to us, in order to see and judge for themselves . . .⁸

By April, Sharp had broadened his advertisement to include Yeovil, Sherborne, Ilchester, and their vicinities.⁹ In May, he advertised that he had engaged a French artist of distinction.¹⁰ The advertisement, dated 21 May 1847, claimed that 'within the last three days' Sharp had interviewed a French artist in London and had 'engaged him to colour photographic portraits.' The artist was 'Mons. Mansion' who the advertisement claimed 'has not only elicited the highest encomiums of the Press, but . . . the patronage and support of the most illustrious personage in the Realm'. Also, Sharp had procured 'fresh scenery for backgrounds painted expressly for the purpose in London.' It is thought that Mansion copied and coloured daguerreotypes for the famous London photographer Claudet¹¹ in 1845. Also, that Mansion was a French miniature painter who exhibited at the Royal Academy¹² of Arts in 1829 and 1831. (However, a Mansion, born at Nancy, 29 November 1785, is listed by one authority¹³ as having died in Paris c. 1834). An example of his work shows his style was readily transferable to colouring daguerreotypes.¹⁴

Sharp advertised in June that he would soon be leaving for Weston-super-Mare, and would close his engagements on or before Monday 21 June as he had made arrangements to be at Weston-super-Mare at midsummer.¹⁵ Perhaps Sharp was going to assist his licensee Thomas Sims. Comparing Mr Sharp's advertisements from Yeovil, Teignmouth, and Exeter, suggests it was the same man in all those enterprises. Sharp probably had a portable studio that could be transported by the growing railway network.¹⁶ His use of towns and resorts seems to be calculated to attract interest in daguerreotype photography as a commercial undertaking and thereby the sale of licences, rather than being the actions of someone earning a living as a travelling photographer. Sharp's advertising, and some reports, suggest that his speciality may have been photographing children, a potentially lucrative source of income at a time when infant mortality was relatively high.

If Thomas Sharp had the county licence for daguerreotype photography for Somerset then it is reasonable to expect he would have liked a similar arrangement for Devon. Sharp had left Yeovil in the month of June probably to assist his licensee at Weston-super-Mare; and he may have left Exeter also in the month of June for a similar reason. Richard Beard's daguerreotype patent had been challenged by Egerton¹⁷ who had been successful in July 1848, but the case was reconsidered in January 1849 and Beard's patent rights were re-established in June 1849. Gernsheim emphasises that Beard's patent term ran its full 14 years and was never overturned. Beard's patent would expire on 14 August 1853.¹⁸ What effect such deliberations had on the actions of Thomas Sharp in Devon is unclear. Sharp was probably the first commercial photographer in both Teignmouth and Exmouth. He shows how the activities of Richard Beard's licensees were instrumental in spreading commercial photography in England.

However, there is much still to be learnt about the early history of photography. The early studios of Beard's licensees have been plotted on a map of Britain.¹⁹ It may suggest from the pattern where other studios might be found, e.g. at Exeter, Truro, or Cardiff. Similar shortcuts in research may be possible by noting that some photographic advertisements appeared nationally, e.g. Beard advertised for licensees around July 1842 and again around June 1846. The researcher can look around similar dates in different areas of Britain for new material. Any information on licensees and related advertisements can be used in the same way.

Thanks are due to Mr Ian Maxted and staff at the Westcountry Studies Library, Exeter, for permission to use material from the library's resources.

Notes and References

1. Information in this paragraph: C. Scott, 'The Life and Times of Castle Terrace: a Daguerreotype Studio in Exeter', *History of Photography*, 1 Spring 1991, pp 27-36.
2. Information on the Teignmouth studio: *ibid.*, pp 32-33.
3. *Exeter and Plymouth Gazette*, 17 March 1849 p.5a
4. *Ibid.*, 26 May 1849 p.8a.
5. B.V. and P.F. Heathcote, 'Early Photography in Bath', *The Photographic Journal*, July-Aug 1979, pp. 196-197.
6. Helmut Gernsheim, *The Origins of Photography*. Thames and Hudson, London, 1982 p.145.
7. *Western Flying Post. Sherborne and Yeovil Mercury, and General Advertiser for Dorset, Somerset, Devon and Cornwall*. Saturday 23 January 1847 p.1d.
8. *Ibid.*, p.3c.
9. *Ibid.*, 3 April 1847 p. 1a-b.
10. *Ibid.*, 22 May 1847 p. 1d.
11. Helmut Gernsheim, *op. cit.*, p.132 and fn.51 p.270.
12. Aaron Scharf, *Art and Photography*. Penguin Books, London, 1983 p.43.
13. Daphne Foskett, *A Dictionary of British Miniature Painters*, Vol. 1, Faber and Faber, London 1972 p.399.
14. *Ibid.*, Vol. 2, plate 227 illus. 571.
15. *Western Flying Post. Sherborne and Yeovil Mercury* . . . Saturday 12 June 1847 p.2b. Advertisement dated Reckleford, Yeovil, June 10th 1847.
16. Frank Booker, *The Great Western Railway*. David and Charles, 1977; Charles Hadfield, *Atmospheric Railways*. Alan Sutton, new edn., London 1985.
17. Helmut Gernsheim, *op. cit.*, p.139.
18. *Ibid.*
19. For example in Mr. Pritchard, *A Directory of London Photographers 1841-1908*. ALCM Books, Bushey, Hertfordshire 1986 p.15 and fig. 3.

THESES ON DEVON HISTORY, PART 2

Sheila Stirling

A list of theses on Devon history compiled by Linda M. Thomas appeared in *The Devon Historian* no. 9, 1974, pp.28-33. This paper brings the list up to 1991 and includes one or two items previously omitted. Exeter University Library has copies of all Exeter theses. Where copies of these (and other) theses are held elsewhere in Devon, the list gives locations. It does not claim to be complete and notice of omissions (and of additional locations in Devon libraries) would be welcomed. It does not cover theses in progress, for which the Research Register published by the University of Exeter's Centre for South-Western Historical Studies (2nd ed. 1992) is a convenient source (see also Bibliography below). As before, the list is confined to masters and doctoral theses.

All University of Exeter theses can be consulted in the University Library. Most theses from British universities are available through the inter-library loan service, either from the library of the institution granting the degree or from the British Library Document Supply Centre on microfilm. Exceptions are: London University masters theses after 1968; Cambridge University doctoral theses before 1968 and all Cambridge masters theses; these three categories may not be borrowed. American doctoral theses are available for purchase through the University Microfilms Company. The British Library Document Supply Centre has a large collection of microfilms and will purchase any not already held. American masters theses are not for loan. Australian theses are rarely, Canadian sometimes available. Anyone consulting or borrowing a thesis must sign a declaration acknowledging the author's or university's copyright and promising not to quote or publish information from the thesis without prior consent. [The above details were kindly supplied by Ms Heather Eva, Inter-library Loans, University of Exeter Library.]

Sources

Jacobs, P.M. History theses 1901-70: historical research for higher degrees in the universities of the United Kingdom. Universities of London, Institute of Historical Research, 1976.

Horn, J.H. History theses 1971-80: historical research for higher degrees, etc. University of London, Institute of Historical Research, 1984.

Historical research for university degrees in the United Kingdom. University of London, Institute of Historical Research. List no.43, pt.1: Theses completed 1981 (1982) - List no.53, pt.1: Theses completed 1991 (1992).

[see also List no.53, pt.2: Theses in progress 1992 (1992).]

The comprehensive dissertation index (1861-1972), v.28: History. Xerox University Microfilms, 1973.

Dissertation abstracts international: Section A: The humanities and social sciences. v.27- University Microfilms International, 1966- (from v.36, 1975, on microfiche.).

Theses on Devon history:-

- Allan, J.P. The post-medieval pottery of Exeter 1500-1750. M.Phil. Exeter, 1983.
- Attreed, L.C. The English royal government and its links with the boroughs of Norwich, York, Exeter and Nottingham 1377-1509. Ph.D. Harvard, 1984.
- Bartle, G.F. The political career of Sir John Bowring (1792-1872) between 1820 and 1849. M.A. London, 1959.
- Bawn, K.P. Poverty and protest in Devon and Dorset 1790-1838. Ph.D. Reading, 1984.
- Bearman, R. Charters of the Redvers family and the earldom of Devon in the 12th century: edited texts with a study of the family and their estates. Ph.D. London, 1981.
- Beck, K.M. Recusancy and Nonconformity in Devon and Somerset, 1660-1714. M.A. Bristol, 1961.
- Behm, V.A. The life and writings of John Wootton (?1535-1594), bishop of Exeter. M.Phil. London, 1977.
- Bidwell, P.T. Legionary baths and their place in the development of bath-house architecture [including Exeter]. M.A. Exeter, 1982.
- Blaen, A. A survey and analysis of some aspects of West Country folklore as found in selected writings of Eden Phillpotts, Thomas Hardy, John Cowper Powys, T.F. Powys, Arthur Quiller Couch and Henry Williamson. Ph.D. Exeter, 1985.
- Blake, W.J. On the causes and course of the rebellion of 1549 in Devon and Cornwall. M.A. London, 1909.
- Bolton, N.J. The rural population turnaround: a case study of North Devon. Ph.D. CNA, 1988.
- Boylan, P.J. William Buckland (1784-1856): scientific institutions, vertebrate palaeontology and quaternary geology. Ph.D. Leicester, 1985. [Copy in Devon Record Office].
- Brunton, B.R. The life of Richard Hurrell Froude to 1833. M.A. Exeter, 1971.
- Buck, M.C. The career of Walter Stapledon, bishop of Exeter 1308-26. Ph.D. Cambridge, 1979.
- Burson, M.C. The early 15th century clergy in the Archdeaconry of Exeter: social origins and roles. Ph.D. Toronto, 1979.
- Cherry, M. The Crown and the political community in Devonshire, 1377-1461. Ph.D. Swansea, 1981.
- Christou, J. The influence of aspects of the common law on the political thought of Richard Hooker. Ph.D. CNA, 1989.
- Coles, S.D. Chartism and radical politics in Devon and Exeter 1790-1848. M.A. Exeter, 1979.
- Corley, J.D.F. Norman conquest of Devon and Cornwall. M.Litt. Oxford, 1990.
- Corser, C. A catalogue of Norman fonts in Devon. M. Phil. Exeter, 1983. 5 vols. (in 3). [Copy also in West Country Studies Library]
- D'Abbs, P.H.N. Rural depopulation and rural industrialisation: a case study of North Devon. M.A. Exeter, 1977.
- Dawson, A.M. Politics in Devon and Cornwall 1900-31. Ph.D. London, 1991.

- d'Entreves, A.P.** Richard Hooker: a study in the history of political philosophy. D.Phil. Oxford, 1932/3.
- Dixon, D.** Mining and the community in the parishes of North Molton, South Molton, Molland and Twitchen, Devonshire. M.Phil. Southampton, 1983. [Copy in West Country Studies Library]
- Drage, E.M.** Bishop Leofric and the Exeter cathedral chapter (1050-72): a reassessment of the manuscript evidence. D.Phil. Oxford, 1979.
- Duncan, G.S.** Church and society in early Victorian Torquay. M.A. Exeter, 1972.
- Emerson, J.** Service and the city: social change and domestic service in Exeter 1851-1881. Ph.D. Exeter, 1984.
- Farr, R.W.** Non-conformity in nineteenth century Exeter: an organisational study of two non-conformist chapels 1851-1901 set in the context of the Ecclesiastical Census of 1851. M.A. Exeter, 1981.
- Finch, G.P.** The experience of peripheral regions in an age of industrialization: the case of Devon 1850-1914. D.Phil. Oxford, 1984. [Copy in West Country Studies Library]
- Fowkes, E.S.** The resurgence of Roman Catholicism in South and East Devon. M.Phil. Exeter, 1990.
- Gardner, D.A.** The political career of Sir Stafford Northcote 1874-1880. M.A. Exeter, 1988.
- Grant, A.E.** The North Devon pottery industry of the later seventeenth century. Ph.D. Exeter, 1981.
- Gray, T.** Devon's coastal and overseas fisheries and New England migration 1597-1642. Ph.D. Exeter, 1988.
- Greeves, T.A.P.** The Devon tin industry 1450-1750. Ph.D. Exeter, 1981. [Copy also in West Country Studies Library]
- Griffiths, M.** Mortality in Exeter: a geographical study. Ph.D. Exeter, 1969. 2 vols.
- Griffiths, T.A.Q.** The development of rural postal services: with particular reference to Devon 1790-1905. M.Phil. Exeter, 1987.
- Harris, M.B.** The phonology and grammar of the dialect of South Zeal, Devonshire. Ph.D. London, 1967. [Copy in Devon & Exeter Institution]
- Harwood, W.R.** The Courtenay family in the politics of region and nation in the later 15th and early 16th centuries. M.Litt. Cambridge, 1979.
- Haslam, G.** An administrative study of the Duchy of Cornwall, 1500-1650. Ph.D. Louisiana, 1980.
- Higham, R.A.** The castles of medieval Devon. Ph.D. Exeter, 1979.
- Hope, C.** The court of orphans: a study in the history of urban institutions, with special reference to London, Bristol and Exeter in the 16th and 17th centuries. Ph.D. California, Los Angeles, 1970.
- Howard, P.J.** Changing taste in landscape art: an analysis based on works exhibited at the Royal Academy 1769-1880 and depictions of Devonshire landscape. Ph.D. Exeter, 1983.
- Hurley, G.E.T.** The history, organisation and administration of secondary education in Devonshire 1900-1914. M.A. London, 1969.
- Jackson, P.W.** Nonconformists and society in Devon 1660-1689. Ph.D. Exeter, 1986.
- Keeley, P.J.** A Devon family and its estate over three centuries: the Northcotes of Hayne 1520-1783. D.Phil. Oxford, 1987.
- Kirby, W.J.T.** The doctrine of the royal supremacy in the thought of Richard Hooker. D.Phil. Oxford, 1987.
- Kittermaster, A.J.** Politics and religion in Exeter 1635-60. Ph.D. Exeter, 1985.
- Kowaleski, M.** Local markets and merchants in late 14th century Exeter (England). Ph.D. Toronto, 1982.
- Lattimore, M.** The history of libraries in Plymouth to 1914. Ph.D. London, External, 1982.
- Lepine, D.N.** The canons of Exeter Cathedral 1300-1455. Ph.D. Exeter, 1989.
- Lewis, C.A.** The education of the adult in Plymouth 1808-1914. Ph.D. Exeter, 1980.
- Marlowe, N.** Government and politics in West Country incorporated boroughs 1642-62. Ph.D. Cambridge, 1986. [Includes Devon]
- May, E.B.** The development of Ilfracombe as a resort in the 19th century. M.A. Bangor, 1978.
- Miles, J.C.** The rise of suburban Exeter and the naming of its streets and houses c.1801-1907. Ph.D. Leicester, 1990.
- Morgan, B.S.** A geography of the residential areas of Exeter. Ph.D. Exeter, 1970.
- Munz, P.** The place of Hooker in the history of thought. Ph.D. Cambridge, 1948.
- Nix, M.C.H.** A maritime history of the ports of Bideford and Barnstaple 1786-1841. Ph.D. Leicester, 1991.
- O'Halloran, B.C.** Richard Hurrell Froude: his influence on John Henry Newman and the Oxford Movement. Ph.D. Columbia, 1965. [Microfilm in Exeter University Library]
- O'Hea, J.D.** Economy and society in the upper Teign Valley 1801-1851. M.A. Exeter, 1981. [Copies also in West Country Studies Library and Devon and Exeter Institution]
- Palfrey, I.R.** The Royalist war effort in Devon 1642. M.A. Birmingham, 1985.
- Parsons, S.R.** The standard of the working-class in the S.W. of England during the Industrial Revolution 1750-1850, with special reference to the county of Devon. M.A. Exeter, 1977.
- Patterson, R.** Chartism in Devon 1838-1865. M.Phil. Exeter, 1987. [Copy also in Devon & Exeter Institution]
- Phillips, A.D.M.** Underdraining in England during the 19th century, with special reference to Northamptonshire and Devonshire. Ph.D. London, 1988.
- Phillips, M.C.** Demographic and socio-structural change in Tavistock 1741-1871 and its relations to the mining industry. Ph.D. Exeter, 1987.
- Phillips, M.P.** Market exchange and social relations, the practices of food exchange in Plymouth, Devonport and Stonehouse 1800-70. Ph.D. Exeter, 1991.
- Roberts, S.K.** Participation and performance in Devon local administration, 1649-70. Ph.D. Exeter, 1980.

- Rosenbloom, B.S.** Monmouth's rebellion: a study in West Country politics. M.Litt. Cambridge, 1975. [Includes Devon].
- Sellman R.R.** Public elementary education in rural Devon 1833-1902: the locality and the state. Ph.D. Exeter, 1975.
- Sharpe, P.** Gender-specific demographic adjustment to changing economic circumstances: Colyton 1538-1837. Ph.D. Cambridge, 1989.
- Skinner, B.G.** The life and theology of Henry Francis Lyte. M.A. Exeter, 1973.
- Smiles, S.A.** Plymouth and Exeter as centres of art 1820-65. Ph.D. Cambridge, 1982. [Copy in West Country Studies Library]
- Speight, H.M.** An English province: religion and society in Devon and Cornwall, 1520-50. D.Phil. Sussex, 1991.
- Stone, C.A.** Devon and parliament in the early Stuart period. Ph.D. Bryn Mawr, 1986. 3 vols.
- Susser, B.** The Jews of Devon and Cornwall from the middle ages until the early twentieth century. Ph.D. Exeter, 1977.
- Swift, R.E.** Crime, law and order in two English towns during the early 19th century: the experience of Exeter and Wolverhampton 1815-56. Ph.D. Birmingham, 1982.
- Thompson, J.A.** 'Her good name and credit': the reputation of women in seventeenth century Devon. Ph.D. Cincinnati, 1987. [Copy in Devon Record Office]
- Travis, J.F.** The rise of holidaymaking on the Devon coast 1750 to 1900, with special reference to health and entertainment. Ph.D. Exeter, 1988. 2 vols.
- Triffitt, J.** Politics and the urban community: parliamentary boroughs in the south west of England 1710-30 [including Tiverton, Tavistock, Totnes, Dartmouth, Plymouth]. Ph.D. Oxford, 1985.
- Turner, M.** The nature of urban renewal after fires in seven English provincial towns circa 1675-1810 [including Tiverton 1731, Chudleigh 1807]. Ph.D. Exeter, 1985.
- Tyldesley, C.J.** The crown and the local communities in Devon and Cornwall from 1377 to 1422. Ph.D. Exeter, 1978.
- Vage, J.A.** The diocese of Exeter 1519-1641: a study of church government in the age of the Reformation. Ph.D. Cambridge, 1991.
- Whiting, R.** The Reformation in the South West of England. Ph.D. Exeter, 1977.
- Williams, J.R.** County and municipal government in Cornwall, Devon, Dorset and Somerset 1649-60. Ph.D. Bristol, 1982.
- Wilmot, S.A.H.** Land ownership, farm structure and agrarian change in south-west England 1800-1900. Ph.D. Exeter, 1988.
- Wood, F.** Merchants and class: the social identification of merchants in Exeter 1680-1760. M.A. Monash, 1977. [Copies in Devon & Exeter Institution and West Country Studies Library]
- Wright, D.** The present position and the economic future of the small ports of the South West. M.A. Exeter, 1965.
- Yallop, H.J.** The history of the Honiton lace industry. Ph.D. Exeter, 1987.

REVIEWS

Maps and Map History in South-West England, Katherine Barker and Roger Kam. Exeter Studies in History No. 31. University of Exeter Press, 1991. £8.95, xii + 148 pp. 43 figures. ISBN 0-85989-373-1.

As one of the contributors to this admirable volume remarks, like any other document surviving from the past, historical maps cannot be expected easily to yield up their content, meaning and significance. Considerable effort is frequently required in order to elicit the information encoded in an old map. But unlike other kinds of written evidence, cartographical representations of past landscapes embody a potent appeal to the senses as well as to the intellect. They have a strong visual attraction and they strike an emotional chord which expresses the fundamental attachment of human beings to place. Historical maps evoke not only the realities of past landscapes, but also something of the meaning and interpretation of those landscapes seen through the eyes of contemporary inhabitants. Given our primordial need to visualise both the events and personages of earlier times, and the setting in which those events and people were located, it is no surprise to find that the scholarly study of map history continues to flourish.

Maps and History comprises a collection of six discrete essays rather than a coordinated or comprehensive survey of the subject. Its strength lies in the examples described by the authors of a variety of maps and their historical significance. While the tedium of a user's manual or a catalogue is avoided, each contributor nonetheless demonstrates the possible application and exploration of map evidence by means of specific case studies which together represent more than four centuries of regional and local cartography.

The opening chapter by William Ravenhill is the text of his 'Harte Lecture in Local History' presented in the University of Exeter in 1990. In elegant prose, Ravenhill's essay explores the progress of privately-funded topographical mapping in Devon and Cornwall in the eighteenth century. Its roots, he tells us, extend back to the tradition of county map-making pioneered during the reign of Elizabeth, while its practice survived even after the creation of the Ordnance Survey. In skilfully unscrambling the complex sequence of eighteenth-century mapping projects in the region, in revealing the reasons which lay behind them, and in offering a judgement on their significance, this chapter provides a most apposite opening to the collection.

By exploring the provenance and content of an Elizabethan map of a small area of Dorset, the second essay, contributed by Katherine Barker, marks not only a dramatic change of scale, but also of approach. Barker's concern is to employ the map as a source for the reconstruction and interpretation of a sixteenth-century landscape. She recognises that the Elizabethan *platt* often carried a symbolic message underlining the prestige and power of its patron. As a topographical representation such maps are therefore inevitably highly selective and their use as a source of evidence requires much care. But this chapter offers an impressive object lesson for the local historian in how to comb a manuscript map for geographical information. Indeed Barker's feast whets the appetite for Graham Haslam's essay focused on the Duchy of Cornwall estate maps. Because so little scholarly work has been carried out on the history of Duchy properties, any new contribution is to be welcomed. But Haslam's chapter yields only a

glimpse of the riches preserved in the Duchy archives. His discourse poses many questions but provides few answers. It is, in fact, a useful introduction to the subject which serves to indicate the immense scope which exists for a full-scale investigation of the 'flair and genius which a long line of Duchy cartographers . . . produced'. Five splendid maps reproduced from the Duchy archives testify to the need for a more complete treatment.

More familiar cartographic territory is encountered in John Chapman's essay on Enclosure Maps. But for those who suppose that there is little left to say about this particular category of cartography, the author provides some new insights. Most historians are aware that the spatial coverage of enclosure maps is far from complete, but Chapman's key message is to beware of planimetric inaccuracies, measurement inconsistencies and omissions. His chapter provides useful descriptions not only of survey and mapping methods, but also the topographical and landownership information bequeathed as a result of the process of parliamentary enclosure. Similarly worthwhile summary sketches of two other major categories of historical maps are provided in the following essays. The maps associated with the Tithe Surveys are discussed in chapter five, while Ordnance Survey maps are considered in the final chapter. In both cases, although much weightier treatments exist elsewhere, the contributors provide authoritative summaries, especially valuable for anyone new to the subject.

Because each essay is well-illustrated and a list of references is given, *Maps and History* doubles as a handbook on map sources for local historians working on South-West England. But, as Professor Ravenhill remarks, there are an estimated six million maps either not catalogued or inadequately catalogued in the Public Record Office alone. Clearly, books such as this represent only a tantalising beginning.

Mark Brayshay

Drake's Island, Plymouth. by F.W. Woodward. Devon Archaeological Society, 1991. 32pp. 27 figs. £1.95. ISSN 0264-7540.

Since it was finally disarmed in 1956, this fortress island in Plymouth Sound has had a chequered career. Released by the War Office in 1963, it was used as an adventure centre under various auspices until 1989, when Plymouth City Council, its owner since 1976, surrendered it back to the Crown Estates rather than pay for repairs and modernisation. Attempts to find a new lessee have so far failed, but continue. In the meantime the general public has been denied access (since 1989) to what is, after all, an important historical monument, developed at public expense, and maintained as a fortress for four hundred years to command the sea approaches to Plymouth and Devonport.

Major Woodward's booklet is therefore timely, in providing both a reminder of the very existence of the military installations on the Island, and a comprehensive account of its history and present condition.

The fortress belongs to the modern period; its fortifications were begun in 1548 by the Corporation of Plymouth, at the urging of the Crown, to protect the first gun batteries. Manned against the Armada, and for Parliament in the Civil War, the Island became even more important once a major dockyard was established on the Tamar in

the 1690s. Today, the most impressive surviving works are those of the nineteenth century, including the barracks of the 1830s, and the massive granite casemated curved battery of the 1860s at the eastern end, supported by underground magazines excavated from the solid rock. But there are surviving elements of earlier centuries, with substantial remains of the batteries of two world wars. The illustrations include 18 photographs and plans of 1592, 1725, 1780 and 1811, with a really excellent modern plan occupying the two centre pages. Appendices describe the armament.

This booklet can usefully be read in conjunction with Major Woodward's earlier work **Plymouth's Defences, a Short History**, which he published himself in 1990 (57pp. £4.95, South Torr, Cornwood, Ivybridge, Devon PL21 9RB).

Reg Erskine

Centre and Periphery, Brittany and Cornwall Compared, Ed M.A. Havienden, J. Quenel and J. Stanyer. University of Exeter Press 1991. 260 pp. £9.50. ISBN 0 85989 365 0.

The papers in this volume are the result of a seven year collaboration between the Universities of Rennes 2 and Exeter with the aim of discovering why the two regions became peripheral, other than in the geographical sense, and what has been or could be done about it. The main conclusion is that for the future regional unity is of first importance. Following this cohesive policy Brittany has had some successes and Devon and Cornwall might do the same although hampered by the existing and possible future shape of the machinery of local government.

The difficulty facing the investigators was that they were not being asked to compare like with like. Brittany has double the population of Devon and Cornwall combined and three times the area. It also has a sense of identity stemming from a native language which is still spoken. The two English counties do not form an historic unit and their current relationship does not amount to much more than a joint police authority and activities connected with Plymouth's position on both sides of the Tamar. One writer indeed suggests that south and east Devon belong more properly to the prosperous south east of the country. However, to compare Cornwall alone with Brittany, although historically more satisfactory, would merely increase the imbalance. For official planning purposes there are seven counties in the South West Region. Of these Cornwall, Devon, Dorset and Somerset are also members of the Atlantic Arc. As a group they might have made a more appropriate comparison with the five Breton Departments.

The book is not an easy read. Some important chapters are in both English and French, others in one language only, so attention is necessary on the reader's part not to mistake an original for a translation. The chapters themselves are necessarily shortened versions of reports presented by each side to conferences held in 1987 and 1989. Readers of *The Devon Historian* may wish to study closely the various essays in economic analysis of 'peripherality' but for Devon and Cornwall perhaps the main finding can be set to the old rhyme: 'Higamous, hogamous men are endogeneous; hogamous, higamous capital's exogenous.' Of more interest is the historical assessment which starts in 1700, the date by which the Bretons considered that they had lost all powers of independent action. There are papers on economic evolution, agriculture, education,

religion, politics, population and social change. If the writers had had more space it would have been interesting to have had their assessment of the reasons for industrial decline in Devon and Cornwall and, for example, the movement out of the area of successful entrepreneurs with their capital. The importance of Tourism is rightly stressed but it needs to be distinguished from Retirement, the other great source of income since 1800. The tourist trade is seasonal, provides mainly temporary employment and requires a heavy capital outlay in hotels and special installations. The retired bring in capital and down to 1914 at least had a constant demand for domestic labour. Another matter which might have repaid further study is that of identities. There is a tendency to play down the Cornish sense of identity in the absence of a living language. Certainly down to the 1930s many Cornish still spoke of 'going to England' when crossing the Tamar. Mental affinities can be just as strong as linguistic. While it is probably true that there has been no real Devon identity there was an attempt to create one at the turn of the century with songs like *Glorious Devon*, associations of Devon men in other cities and countries and indeed in the dialect stories. Although the latter were mainly humorous as literature they did go back to Brice in the 1740s.

The importance of this book is that it is a pioneering work completed clearly in the face of great difficulties and providing the basis for future studies. As such it is much to be welcomed.

Adrian Reed

Old Dartmoor Schools Remembered – 1. by Mary Stanbrook, Brixham, Quay Publications 1991. £5.25. ISBN 1 870083 35 0.

Education in the countryside was often a precarious commodity. To begin with there were those in authority who believed that the quality of education should not be such as to make children unwilling to work on the land. Second there was the natural desire of many poor labourers to turn their children into an economic asset at every opportunity. Mary Stanbrook covers the schools by village and hamlet in carefully researched detail and a wealth of photographs.

Many of the problems facing poorly paid teachers were caused by physical problems of the buildings. Hillbridge, for example, did not acquire a blackboard till 1901 and even as late as 1905 there were no maps or books. There was one room for up to 40 children under one teacher. At Peter Tavy the school committee, chaired by the rector, was otherwise all farmers, not known for generous views on the value of education. Teachers were variable in quality but the best were well remembered and got good inspectors' reports, as at Holne, described in 1867 as one of the best little country schools, although there they had to cope with a tyrannical vicar who refused a new stove and adequate coal to be ordered. Many of the small schools became vulnerable in the inter-war years as population drifted away from the land and family size was reduced. A brief revival took place with the arrival of evacuees during the Second World War but many are now attractive private homes. While the review has so far examined some of the negative aspects of obstruction there were on the other side generous benefactors. The Earl of Devon gave land at North Bovey for the school opened there in 1842, there too the Rev. W.H. Thornton was generous. At Leusdon Mrs

Charlotte Larpent paid entirely for the school building and its running after it was opened in 1855 and later built a school house. The poorest children were allowed to attend without paying. This is a most attractive book and we can all look forward to succeeding volumes.

J.H. Porter

Grenville, by Alison Grant, North Devon Museum Trust, 1991. 78 pp, £4.95. ISBN 0 9504018 3 8.

The celebrations marking the 400th anniversary of the defeat of the Spanish Armada have tended to overshadow an event which must have shattered the people of Bideford, the death in 1591 of the town's most eminent son to date, Sir Richard Grenville. The North Devon Museum Trust has not let slip the opportunity to revive interest in this remarkable man and is most fortunate in being able to turn to Dr Alison Grant, its own Chairman, for a short and up-to-date 'life and times'. With undue modesty the author disclaims any novelty for her findings, and indeed there is very little new to be discovered, but many readers (and especially, one hopes, the senior pupils in our schools) will be grateful for this thoroughly-researched and authoritative treatment, with none of the romantic nonsense that spoils so many otherwise admirable booklets intended for the general reader. It is stylishly written and contains proper source references and an Index. It is to be warmly recommended, not least for the excellent maps and drawings by Mark Myers.

Joyce Youings

OTHER PUBLICATIONS RECEIVED

Discovering Devon's Past No. 5. Pub Devon Books for Devon County Council Engineering and Planning Department. £1.50 ISBN 0 86114 876 2. This issue, compiled by County Archivist Simon Timms, is well up to set standard and full of interest. Well-illustrated articles include features on Highways through History, Devon's Industrial Heritage, Hillforts, the Romans, Historic Buildings and Museums in Torbay.

The Dartmoor Newsletter. Prepared by local historian and walks leader Paul Rendell and published by him bi-monthly since 1991, the Newsletter contains items of interest, information and news of events concerning the moor, with illustrations, and provides a useful aid for walkers and others. Each issue comprises up to four double-sided A4 sheets. Subscription, including postage, £4. Send to P. Rendell, 20 Rolston Close, Southway, Plymouth PL6 6PE.

NEWS FROM LOCAL SOCIETIES

Old Plymouth Society. Originally founded in 1929, the OPS has recently been rejuvenated and offers an interesting season of outdoor visits, and talks for winter. President is Crispin Gill, Secretary Nicholas Casley, 9 Ashford Crescent, Mannamead, Plymouth PL3 5AB.

Moretonhampstead & District Local History Society this year celebrated the bicentenary of the foundation of their Post Office by showing various relevant prized possessions. Contributions of knowledge of postal history would be welcome, particularly light on the whereabouts of the original Treleven diary to help solve queries raised by their transcript by Neck of 1924. Please contact Hon. Sec. R.J.J. Simkins, School House, Moretonhampstead TQ13 8NX.

Lifton Local History Group. Founded autumn 1991, following interest aroused by a local exhibition, the group has gained momentum rapidly and meets monthly, with speakers in winter and visits in summer. A festival is planned for 1993 to celebrate by-passing of the village by the A30, with a further exhibition relating to the parish. Hon. Sec. Mrs M. Kneebone, Lower Carley, Lifton.

Membury History Society, which so splendidly hosted the DHS spring conference, has currently been revived with around 40 members. With scope for much local historical study, and enthusiastic participants, future prospects appear good. Secretary: Mrs M. Phillimore, Lane End, Membury, Axminster EX13 7AG.

UNIVERSITY OF EXETER PRESS NEW TITLES

ENGLISH LOCAL STUDIES HANDBOOK

compiled by Susanna Guy

This handbook provides for each of the old English counties a comprehensive list of the names and addresses of the principal local studies collections, local records offices, local history journals, and museums with local studies collections. Full cross-references and maps are given linking the new county areas to the old counties.

June 1992 357pp illustrated 0 85989 369 3 paperback £11.95

THE HISTORY OF HONITON LACE

H.J. Yallop

Honiton Lace is one of the world's great laces and this book for the first time tells the full story of the industry that produces it, from its beginnings in the sixteenth century to its demise in the twentieth. With over 100 photographs and an intensive bibliography.

July 1992 364pp illustrated 0 85989 379 0 paperback £15.00

TUDOR AND STUART DEVON

The Common Estate and Government

edited by Todd Gray with Margery Rowe and Audrey Erskine

A specially-commissioned collection of essays on the theme of Tudor and Stuart Devon. Subjects studied include Katherine Courtney, North Devon maritime enterprise, legislative activities during the reign of Elizabeth, landed society and the emergence of the country house, early Stuart Dartmouth, the Devon clergy.

October 1992 208pp illustrated 0 85989 384 7
hardback £17.50 (provisional)

All titles may be ordered from booksellers.

In case of difficulty, please contact

UNIVERSITY OF EXETER PRESS
Reed Hall, Streatham Drive, Exeter EX4 4QR
Telephone 0392 263066 Fax 0392 264420