

The Devon Historian, Volume no. 75, Autumn 2007

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The Devon Historian

Autumn 2007

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Journal of the Devon History Society



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The Devon Historian is typeset and printed by Bartlett Printing, Exeter.

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Aileen Fox: a memoir

Malcolm Todd

Aileen Henderson was born in Kensington on July 29, 1907. In her autobiography Aileen presents a charming picture of life in an upper middle class household in London in what seemed like a secure world before 1914. Her father was a rising solicitor in the City and the family ambiance was prosperous. Kensington was its background, in which Aileen and her two sisters had a full-time nanny. There was a motor car at a time when horse-drawn vehicles were more common. The horror and futility of the Great War did not come close to the family. Aileen's senior relatives either could not serve or survived the carnage. It was a time of familial affection and innocence, now largely lost.

From 1919 the family moved to Walton Heath in Surrey. Aileen was schooled locally and then boarded at Downe House near Newbury. For her family life, interests and travels there is no better account than her autobiography of 2000.¹ Then came Newham College, Cambridge, in the face of parental reservations, where she read English Literature, an interest which sustained her in later travails. Field archaeology began to come into her life in 1923 and grew in importance during her Cambridge years through a friendship with Miles Burkitt. On leaving Cambridge in 1929, at a loose end, she turned to excavation. She began at Richborough, with Bushe-Fox, not the most auspicious beginning to digging on a complex site. Aileen later referred to the Richborough dig as a Augean stable, only cleansed thirty years later by Barry Cunliffe.

From Richborough the path led to Hembury and Meon Hill in Hampshire, both enterprises directed by Dorothy Liddell, sister in law of Alexander Keiller, the excavator of Avebury. Liddell was a sad figure who had lost her fiancé and a brother in the Great War. Her archaeological training was minimal and her digging technique was decades out of date as it took little account of stratigraphy. At Hembury, excavation proceeded by spits and not observation of verifiable layers. Liddell relied heavily upon W.E.V. (Bill) Young, Keiller's foreman at Avebury, a stalwart digger, but no innovator. Along with Aileen Henderson, Mary Nichol (later Mary Leakey) and Thurstan Shaw took part in the Hembury excavation. Bill Young's contribution to Neolithic Hembury was formative and has not been fully recognized. His diary record in Devizes Museum is vital to an understanding of the Hembury work of 1930-35. Liddell's later work at Meon Hill added little or nothing to Aileen's training in excavation. Other influences were emerging which could frame her activity for the next thirty years. An early tennisse for Christopher Hawkes led nowhere. In 1932 she met Cyril Fox on a Hellenic cruise. In the following year Cyril's wife died in a swimming accident. Aileen and Cyril later met and a relationship grew. They were married in July 1933 and created a partnership which endured until Cyril's death in 1967 after a long illness. In the 1930s, Cyril Fox was the most prominent and effective archaeologist in Wales. Aileen was drawn into wide-ranging field-work on Iron

Age and Roman sites in South Wales, including a site at Caerleon. Later, Cyril's interest in great linear earthworks drew them both to Wansdyke, still an enigmatic feature of late and early post-Roman Wessex. All this activity was combined with family responsibilities which eventually embraced three sons and two step-daughters. In the late 1930s, Aileen's own position had no official basis. That was soon to change.

War came. Aileen filled in as Lecturer in Archaeology at University College, Cardiff, in place of Victor Nash-Williams from 1940 to 1946 as he was called to war service. By this time Aileen was a recognised and respected figure in British archaeology. We must recall that at this time few women held or were entrusted with senior roles in archaeology, unless they were connected in one way or another with established male archaeologists. Among the exceptions were Dorothy Garrod, Mary Leakey and Kathleen Kenyon. Aileen's opportunity came after the destruction of so much of central Exeter in the Second World War. When the choice of an excavator to supervise the excavation on the war-ravaged areas was being decided, Ian Richmond strongly backed Aileen and the choice was inspired. War was supplanted by the need to replace what had been destroyed and to record the worlds beneath. Resources for both were limited after 1945, as Peter Grimes found in London and Aileen found in Exeter, for obvious reasons. Her workforce included a group of Italian prisoners-of-war, who cooked their spaghetti in large boilers. We will never know how much these descendants of the Roman empire appreciated the recovery of their past on the fringes of the Roman world. Aileen's own later account of her work was necessarily muted and a fuller analysis would certainly have been more informative. She was later to rejoice in the demonstration of a legionary base at Exeter and she would have been equally delighted at the clear evidence of an Iron Age community at Exeter before the Roman conquest. Her volume *Roman Exeter* of 1952 was the first modern study of the archaeology of the city and it set a standard and target for research.²

Much else emerged in the 1950s and 1960s. Her work on Dartmoor settlements was a landmark in the archaeology of uplands, while her numerous papers on hill-slope enclosures in South Wales and Devon added much to the socio-economic structure of those areas. And her interest in Iron Age metalwork bore fruit in several studies, aided by fresh discoveries.

My first meeting with Aileen was in 1965, when she served as external examiner at Nottingham. She was an outstanding exponent of that role, not least because she actually read the scripts and annotated them with immense care and skill. In my innocence, I thought this was what external examiners were recruited to do. I was quickly disabused. Aileen would have blanched at the negligent incompetence of many examiners I later encountered.

In the 1960s, Aileen was engaged in excavation of the Roman coastal fortlets at Old Burrow and Martinhoe, and at the Roman fort at Nanstallon in Cornwall with Bill Ravenhill, enterprises which were promptly published and which laid foundations for the later study of Roman occupation of the south-western peninsula. Amid her other concerns, personal and professional, she produced one of the most enduring volumes of Glyn Daniel's People and Places series, *South-*

West England, in 1964, beautifully written and cleverly related to the prevailing orthodoxies of the day.³

In the late 1960s, after Cyril's death in 1967, there was a palpable slowing of engagement, though not of energy. Aileen was ready for a new challenge and it came from an unexpected quarter, surprising only to those who did not know Aileen. On retirement from Exeter in 1972 she departed to New Zealand and there instigated study into Maori pa's, a subject to which she brought her long and detailed experience of western British hill-forts. In his own country the prophet has no honour. It is to the eternal discredit of the University of Exeter that she was not given a Personal Chair. She was proposed for an honorary doctorate, a D.Litt., at first turned down. A later proposal, with strong support of many within and without the university was successful, a late honour which she accepted with grace.

Aileen was forthright but not waspish. Her assessment of character was highly astute. I treasure a letter she wrote to me after my election to the Chair of Archaeology here, in which she characterised those who would be helpful and those who would not. Her judgements were entirely accurate and some were later to figure in her autobiography. On returning to Exeter and to the Retreat at Topsham she continued to write. She was delighted to be asked to write up the tin ingots from Bigbury Bay, and a new departure was her account of the history of the Retreat itself. Music, the theatre and the Exeter Civic Society still attracted her attention, as did the birds which she saw from the windows of her apartment. The final years in Spicer Road were far from happy; release came near the end of her tenth decade.

Many people, among them holders of high office, pass through life without making a difference. Aileen made a difference in numerous ways and that is why we honour her life and her memory.

Notes and references

1. Fox 2000.
2. Fox 1952.
3. Fox 1964.

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Professor Malcolm Todd became the President of the Devon History Society in 2006. He was the first holder of the Chair of Archaeology at Exeter University, and was later Professor of Archaeology at Durham University and Principal of

Trevclyan College. He has written widely on the archaeology of the Roman empire and its external relations. He knew Aileen for over forty years.

The Roads from Exeter to London

A. Brian George

When John Ogilby produced his strip maps in *Britannia* in 1675 they were the first to show the measured mile of 1760 yards to a scale of one inch to one mile. He showed two routes from Exeter towards London. One was along the coast through Sidford, Colyford, Lime (Lyme Regis) and Bridport to Dorchester. The other was through Honiton and Axminster to Crokehorn (Crewkerne), and his measured distance to London by this route was 172 miles.

By 1765, when Benjamin Donn published his one inch map of Devon, he marked two routes to London by way of Honiton and Axminster, dividing at Axminster either to *Crookhorn* or to Bridport. The route from Crewkerne to Honiton via Axminster appears to be indirect on plan as it used the Fosse Way to avoid much of the Blackdown hills. Therefore in 1776 the Chard Turnpike Trust established a route from Chard to Honiton that left the present A30 road at Snowdon tollhouse ST 307 090 to reach the present Devon boundary at James Lane Cross, ST 271 070. Then it descended to cross the river Yarty at Long bridge and followed an undulating route through Stockland before climbing to Stockland Hill. Another descent to Cotleigh bridge over the Umborne brook, another ascent to high ground north-east of Cotleigh and the final descent to Honiton. All this saved 2½ miles on the Axminster route but it must have been very wearing on the horses.

The alternative routes between Honiton and Whitedown, near Cricket St Thomas, can be described in the records of heights in feet above Ordnance datum (Table 1). So, for a reduction in distance of 2½ miles there was an additional climb of 510 ft, a much more undulating route. Nevertheless the magistrates of the Devon Quarter Sessions obviously considered the route to be important because at the Epiphany Sessions of 1812 they instructed their County Surveyor, James Green, to repair both Cotleigh and Membury bridges under the direction of Mr Tucker, the local magistrate. Both of these bridges were, or had been, in a detached part of Dorset. They still bear plates warning potential offenders not to damage the bridges on penalty of transportation for life.

Table 1: Heights in feet, Honiton to Whitedown

<i>Via Axminster</i>		<i>Via Stockland</i>	
Honiton	400	Honiton	400
	+334		+300
Mount Pleasant	734		700
	-487		-256
Wilmington	247	Cotleigh bridge	444
	+153		+285
Smiter's Pit	400	Stockland Hill	729
	-328		-367

Table 1: Heights in feet (continued)

River Yarty	72	Hornshayes	362
	+97		+88
Axminster Cmty	169		450
	-61		-164
Weyeroff	108	Stockland	286
	+140		+114
South Common	248		400
	-77		-168
Fordwater	171	Long bridge	232
	+219		+568
Road junction	390	Downands	800
	-140		-240
Perry Street	250	Weston farm	560
	+424		+148
Whitedown	674	Snowdon tollhouse	708
			-408
		Chard	300
			+374
		Whitedown	674
Total rises	1367 ft	Total rises	1877 ft
Distance	17.2 miles	Distance	14.7 miles

Meanwhile, the wish to reduce the distance to London had caused this advertisement to appear in the *Sherborne and Yeovil Mercury* on Monday 18 May 1807:

HONITON AND ILMINSTER TURNPIK

The Committee under an Act passed in the last Session of Parliament, for the above road, will attend at Sheffhayes House, Yarcombe, in the County of Devon on Friday, 22 March instant by 11 o'clock in the forenoon in order to CONTRACT with any person or persons who will undertake the forming and making such ROAD, and erecting the necessary hedges either in one or several lots. And the said Committee will at the same time and place be ready to contract for the building of a bridge over the river Yar, somewhat above Newhaven in the parish of Yarcombe and Whitestaunton. And all the necessary information and particulars in the meantime will be known by applying to Mr Bond at Axminster or to the Clerk and Treasurer under the same Act at Honiton.

By Order of the Commissioners

C Flood, Clerk and Treasurer
1 May 1807

Mr William Bond, surveyor, had been asked to attend the committee of the Axminster turnpike on 7 January 1804, but on 4 August it was minuted that he had not attended, so presumably he was an independent consultant.¹ In the *Western Times* it was noted that he died in his 72nd year on 14 May 1834. Whether he had designed the route of this road is not clear, but he was obviously employed by the Honiton and Iminster Trust to supervise its construction and future maintenance. Unfortunately there are no minutes until 1825 existing of this turnpike trust.

The design work of laying out the route would have required considerable skill as the Ordnance Survey of 1808 shows no existing lines of main or local road in this area between Honiton and Ilminster. In particular the two mile rise from the Devon border with Somerset at Marsh, past Knightshayes to Stopgate Cross (ST 237 098) at the then maximum gradient for horse drawn vehicles of 2¼ inches to a yard (1 in 16 or 6% in modern terms) would have been difficult to set out.

The London, Exeter and Plymouth Subscription Coach was established on 13 April 1812 to pass over the new road.² The coach carried four inside and six outside passengers, leaving London at 6pm to arrive at the Old London Inn, Exeter at 8pm the following evening. The inside London to Exeter fare was £3.10.0. The bridge over the river Yar remained until the catastrophic flood of July 1968, when the bridge and the section of the road was rebuilt as a dual carriageway.

After 1817 the road from Chard to Stockland was diverted to cross the river Yarty at Yarcombe (Crawley bridge) and thence to join the Honiton and Ilminster road at Devonshire Inn, near Upottery. The route through Long bridge, Stockland and Cotleigh bridge was therefore discontinued. James Green, the Devon county surveyor, had reported that Crawley bridge had not been built under his inspection nor to his satisfaction, and at the Michaelmas Quarter Sessions in October 1815 the magistrates ordered that notice be immediately given to Mr Bowden, the clerk to the trustees of the Chard turnpike road, that the county of Devon would not consider themselves liable to take that part of the bridge which was in the county as one of their county bridges. Yet this bridge survived the catastrophic flood of 10 July 1968.

In 1825, in order to improve what is now the A303 further, the Ilminster Turnpike Trust combined with the Wincanton, the Hechester and the Honiton and Ilminster Trust to employ Green to advise on further improvements between Honiton and Willoughby Hedge (ST 870337). This alliance must have caused the Chard trustees to think hard, for in July 1827 the trustees of the Chard Turnpike roads held a meeting to consider the best means of preserving the continuance of the auxiliary mail coach on the present line of the road. They adopted a petition to be presented to the postmaster-general and instructed their clerk to write to Earl Poulett and the clerks of the other turnpike trustees to gain their support. The following month a report of their surveyor, Mr Summers, was sent to the post office with an assurance that the road surface would immediately be put in the best state.

During August and September Mr Summers was instructed to investigate various lines of a route between Yarcombe and Chard, and as these were developed it was resolved that for the satisfaction of the post office and to gain confidence in the proposed new road Mr Green be applied to for his opinion on the line proposed by Mr Summers, and that Mr Green be requested to attend a meeting scheduled for 4 October.

When Mr Green attended he was asked to report on the best line for the road between Chard and Yarcombe keeping in view the lines proposed by Mr Summers. By 6 November Green's report on the alterations and improvements in the road to Yarcombe was approved, a further £1600 above the sum already

provided would have to be raised and Mr Summers was instructed to prepare the necessary maps, sections and estimates of the new road and alterations.

On 21 November it was decided to adopt the plans that had been prepared and advertise for tenders. On 30 November Mr William Summers deposited a plan with the Devon Quarter Sessions, and on 19 August 1828 the trustees ordered that Mr Green's bill of £51 3s be paid.³

Honiton to Whitedown via the Devonshire Inn and Yarcombe has the following characteristics (Table 2):

Table 2: Heights in feet, Honiton to Whitedown via Devonshire Inn and Yarcombe

Honiton	400	
		+456
Devonshire Inn	856	
		-56
Underdown	800	
		+74
	874	
		-574
Crawley bridge	300	
		+455
	755	
		-122
	633	
		+75
Snowdon tollhouse	708	
		-408
Chard	300	
		+374
Whitedown	674	
Total rises	1434 ft	
Distance	16.0 miles	

The rises were therefore now much more comparable with the Axminster route with a distance saving of 1.2 miles over that route.⁴

By 1836 there were three London mail coaches passing through Honiton daily en route to and from Exeter. They left the GPO at St Martin's le Grand at 8pm and the first arrived at Honiton via Andover and Ilminster, 154 miles, at 11am next day, the second via Andover and Chard, 156 miles, at 12.30pm, while the third via Andover, Dorchester and Axminster, 160 miles, arrived at 1.20pm.⁵ The problems of the seventeenth and eighteenth centuries of roads of narrow width, very steep inclines, unnecessary undulation and excessive rolling resistance had been gradually reduced, the latter due to the work of Telford and McAdam.

Under the Local Government Act 1888 responsibility for county bridges and main roads fell to the newly established county councils. The passing of the Trunk Roads Act of 1936 brought the Ministry of Transport to designate the Honiton, Yarcombe and Chard route as part of their London to Exeter and Plymouth trunk

road. Later the Honiton to Axminster and Dorchester road became part of a south coast trunk road to Southampton. After the second World War the A30 route through Chard and Crewkerne was considered to be unsuitable for long term improvement and the A303 route through Ilminster to Salisbury Plain became the trunk road. The catastrophic flood of 10 July 1968 caused the collapse of the bridges over the river Yarty, carrying the A303 Honiton to Ilminster trunk road at Marsh and the A35 Honiton to Axminster trunk road near Kilmington. Long bridge, Membury (fig. 1) and Crawley bridge, Yarcombe survived. Temporary disruption of traffic caused by these collapses and of a minor structure at Fenny bridges, on the Exeter to Honiton trunk road, was eased by the provision of Bailey bridges until reconstruction could be completed.



Figure 1: Long Bridge, Membury 1812 (ST 255 055)

The construction of roads to motorway standard in the 1970s brought a motorway M4 from London to north of Bristol and thence the motorway M5 to Exeter in 1974. Thus for an additional 25 miles, travel could be at 70 mph throughout. The Exeter to London road via Ilminster is mostly dual-carriageway, with the motorway M3 from near Basingstoke to London, but the Honiton to Ilminster section has yet to be dualled.

Notes and references

1. The Honiton and Ilminster Trust was formed under 47Geo.III, 6, Sess1 of 1807. The only minutes of Honiton and Ilminster Trust date from 1825 and are in the Somerset Record Office.

2. The announcement of the Subscription Coach was made in the *Sherborne Mercury* and *Western Flying Post*.
3. Mr Summers diversion to Yarcombe is deposited plan No. 71 in the Devon Record Office.
4. The Devonshire Inn no longer remains, but it was at the present junction of the A30 and A303 roads.
5. The 1836 timings from London to Exeter are given in *History of Honiton* 1868 by A. Farquaharson.

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Farquarson, A. (1868) *History of Honiton*, Exeter: Devon and Somerset Steam Printing Company.

A. Brian George is a member of the Devon History Society. He is a civil engineer who was chief bridge engineer for Devon County Council before joining the Lord Chancellor's panel of independent inspectors for road enquiries in England and Wales. Since 1979 he has been a member of the panel for Historical Engineering Works of the Institution of Civil Engineers.

The Manor of Langaller in Bovey Tracey

Bill Ransom

Langaller, now in the parish of Bovey Tracey, is not mentioned in the *Domesday Book (DB)*. Bovey Tracey is shown then as being land held by the Bishop of Coutances and held by Edric before 1086.¹ Unusually, *DB* records that to Bovey Tracey were added the lands of fifteen thanes including an area called Polebrook. This latter area probably subsumed Langaller.

An Inquisitio Post Mortem (*IPM*) in 1475 showed Philip Coplestone as holding Langaller from Robert Prous of Plympton and its being worth 40s.² In 1493 an *IPM* on Ralph Coplestone showed it to be held by him from John Ryz, by fealty only, and to be worth £4.³ In 1550 Langaller was held by John Coplestone from the heirs of John Rogers by fealty and worth £5.⁴

Langaller was not only in the parish of Bovey Tracey but also in that of Hsington, which could, and did, lead to tension between the two, in particular regarding the cutting of turves on Bovey Heathfield. In early times both Higher and Lower Brimley lay in the manor of Langaller and the occupants owed suit to the lord of that manor, the bounds of which extended to Middlecot (SX782770) and Woodhouse Cross (SX 794765). There was gradual acquisition of the lands of Higher Brimley by the owners of Narracombe and when parish boundaries were finally agreed around 1894 Higher Brimley was deemed to be in Hsington parish and Lower Brimley in Bovey Tracey parish.⁵

Court records survive for Langaller manor from 1601 to 1621, 1715 to 1750, 1752 to 1772 and for 1832. Many of the entries are faded, difficult to read and the meanings sometimes unclear. The earliest ones are in medieval Latin and the sequence of events recorded far from certain, this uncertainty arising from the way the original rolls have been placed in book form. The word 'presentment', which appears frequently, can indicate that a person is put before the court for endorsement to an office or property, or that an infringement of the rights of the lord has occurred, which usually led to a fine. A person guilty of an offence was 'in mercy', that is in the arbitrament of the king or judge in punishing offences not directly censured by the laws. It often led to distraint of goods or chattels until a fine had been paid. As time went by records of some of these offences and infringements do not show that a fine was in fact demanded, let alone paid.

Some of the more interesting entries which represent the generality of issues dealt with now follow. The courts were taken by the lord's steward. The first entry is of a View of Frankpledge of the Court Baron held on 30 September 1602, the lord of the manor then being Edward Lackington.⁶ William Trende was appointed reeve. The Court confirmed the right of the lord to concede to the widow of a tenant the possession of his tenement for the customary services and rent. It also reported the pinfold to be in disrepair, which by custom was viewed as the responsibility of the lord to maintain. James Baker, a free tenant, had illegally pastured his cattle on the waste of Hethfelde without a licence from the lord;

Robert Prouse had illegally brewed beer and sold it to his neighbours; and it was the custom of James Baker to use a track which crossed the lord's land called Woode, and once in the tenure of Richard Wichehalse by right of Joanna his wife, to his own enclosure which lay to the north of Woode in the western part known as Older (as it will be seen the Baker family feature frequently in succeeding court proceedings, their deeds being often on the fringe of, or just beyond, the law).

At the Court on 29 December 1602 three categories of tenants were present. Michael Underhaye was a free tenant of one sixth of Whisselwill and conventual tenant of one half. He held by military service and 3d rent *per annum*. Customary tenants were also present and gave evidence that an enclosure called Hensperch was in the tenure of John Leere though not specifically named in the court rolls. It lay close to the eastern side of a stream, Bekeleate, and, by implication, was near Hethfelde. Alicia Lamesed claimed, and was admitted to, the right to hold a cottage and enclosure, Marellond, formerly held by her deceased husband John in the time when Christopher Copleston was lord, by virtue of a copy of the court rolls. James Baker was in mercy (12d) for refusing to make suit and services to the lord for land and tenements which he claimed to hold freely from the lord.

On 19 April 1603 it was noted that Agnes, widow of William Trende, was admitted to a tenement in Lower Brimley which her husband had held. There had been some infringement with the boundary of the neighbouring manor of Hsington, for the reeve was ordered to cut the stakes placed at Diperford and at Turfchill between William Degon of his manor of Bovey Tracey and the manor of Hsington. Failure to do so would incur a fine of 6s 8d and one of 3s 4d for every customary tenant of the manor of Langaller in attendance upon the reeve to see this order fulfilled.

There was an interesting trend of tenants refusing to make suit at the assize of the king and being in default for not attending the Court Baron. Fines were imposed and in some cases chattels were forfeited until the fines were paid. The reeve was often fined too for failure to distraint tenants who had transgressed.

At the court held on 30 September 1603 Richard Crote was noted as having broken the assize by brewing beer. James Baker had illegally occupied both a residence and the waste of Hethfelde without a licence from the lord. Editha Bowden had her cottage taken in mercy by the lord for failure to pay rent for a year and a day. At the court held on 22 June 1604 she received back the cottage, having, it seems, paid the arrears, and was admitted as tenant for her lifetime for a rent of 16d. She was also granted a special licence to live outside the manor and to let, or transfer, the cottage to another if she so wished. The fee for the licence was 13s 4d.

At the next court held on 2 October 1604 many failed to do suit and were fined small amounts. A more serious view was taken of the failure of the tithingman John Lere to attend and to fulfil that office. He was fined 40s. Richard Wychehalse was presented for the building called Chapple by the right of his wife Joan. The Bakers, once again, were in trouble. A hue and cry in connection with a robbery some five weeks before required John Baker, son of James Baker, to 'come forth from his father's house'. The tithingman, now John Spryc, called

upon James to give up his son but he refused. Sprye tried again the next night but was again refused and threatened with a firebrand unless he left. The prudent Sprye did so. It seems that Charity (!) Baker, wife of James, was the potential aggressor and she was distrained, but the final outcome did not appear in the court records.

At the court held on 23 May 1606 Michael Underhay was shown as holding freely from the lord and his heirs in perpetuity one sixth part of 'divers messuages, lands and tenements called Whisselwill and Gessealler'. Michael had died, his son and heir being Hugh who was then near to 20 years old. Heriot of one gelding fell to the lord.

Women could be presented to hold the office of reeve as instanced at the court of 12 June 1606, when Johanna Wechalse, for her holding in Lower Brimley, was so presented. However she put William (possibly William Cleake) in her place, who was admitted to that office. Gregory Frere and Matthew Weller of Bovey Tracey had illegally entered the waste of the lord (presumably Hethfelde) and taken heath and furze. They were distrained.

Oak trees were clearly regarded as of particular importance. There are numerous occasions where specific references were made to permissions granted to cut and use oak trees. Edward Cleake, customary tenant, was given a special licence to uproot oaks, ash and other trees growing outside the hedge of his meadow near Greate Meadow and to convert the timber for the repair of his tenement. Cleake was also noted as having cut oak trees growing in the enclosures called Higher More, Daroparke and Calvenoparke for the repair of his tenement. It seems that permission was needed for trees (oaks in particular) and hedges to be felled or uprooted, presumably because they were legally in the ownership of the lord. No cases are reported where such permission was refused.

At the court of 28 November 1609 John Rennell was granted a licence to uproot a hedge and the reeve reported that he had delivered to Rennell two ash trees and two oaks to use as he saw fit. In 1610 Edward Cleake was again given a special licence to uproot a hedge and to fell two oaks in part of a holding called Wilmede (Cleake also had other oaks delivered to him by the reeve for the repair of his tenement, which seems to have been in need of major attention).

At the court of 28 November 1611 James Baker was distrained for diverting the pot leat flowing from the spring called Cowses, but later known as 'Arthur Hellman's mill', through his holdings in Lower Brimley to the detriment of other inhabitants there.

There is a gap now in the records until 8 October 1621 when the lord of the manor was a Richard Reynell of Ford. Arthur Helman was appointed to the office of tithingman and Thomas Southcott, Knight, William Cotley and John Helman, free tenants, owed suit to the court and were each fined 3d, all being in default (presumably absent). Also on 8 October, but with the date shown as 162 (1621?) appears a summary of some holdings including that of Hugh Leare for the mansion house of Langaller 16d a year as 'appeareth by a note under the sayd Hugh Leears hand in his owne confession in court the xxixth of December in the sixth of Queene Elizabeth'.

No further record has been found until that for 1715 when the lord of the manor was shown as Baron William Courtenay.⁷ Entries dealt with issues such as the illegal cutting of turf on the commons (quite a frequent affair) and the pound not being kept in proper repair. In 1749 it was noted that the parishioners of Ilington had made an encroachment on the commons belonging to Langaller manor. In 1750 a Mr Fynes was steward to Sir William Courtenay and raised the price for cutting turves on the commons from 1s to 5s for a day's cutting. The tenants refused this increase for they could buy the equivalent amount for 5s without doing any cutting themselves. Independent advice was sought from a Mr Leys who found that the 1s for a day's cutting was the customary fee and that the lord could not raise this arbitrarily. Sir William agreed that this lower fee must prevail and the last entry in 1750 in this book notes this decision.

Court Book 3 follows with entries up to 1772.⁸ In 1752 William Chapple is shown as replacing the over-zealous Fynes as steward. On 27 October 1756 neither Charles Corbyn, then reeve, nor a jury sufficient in numbers to conduct the proper business attended. Corbyn was fined 6s 8d and the court adjourned until 29 November 1756 when John Strong succeeded Corbyn as reeve. It is worth noting that at the court held on 22 November 1760 Dorothy Furneaux was stated to have died possessed of a tenement in Higher Brimley specifically stated to be in the manor of Langaller. The reeve, Nicholas Stanbury, had given the inhabitants of Bovey Tracey (presumably the manor) the liberty to cut turf on Bovey Heathfield belonging to Langaller manor, to the detriment of some tenants of Langaller. It was decreed that no such leave should be given to those outside the manor until all the inhabitants of Langaller had been fully supplied.

The court of 27 October 1761 was the last court of Sir William Courtenay and his executors took the courts until 13 November 1764, the Rt Hon. Viscount William Courtenay then being the new lord of the manor.

An interesting entry for 24 October 1770 shows Thomas Lane admitted as a free tenant for Langaller Estate, a tenement formerly known as Whiteways and one part of Whisselwell, which he claimed by right of Penelope his wife. Lane gave it as his intention to manure and enclose a piece of Bovey Heathfield but sought the agreement of the court. This was granted for the land in question had always been part of Langaller Estate (Penelope Elizabeth Tothill was lady of the manor of Bagtor in Ilington parish and married Thomas Lane in 1768, who, through the marriage, became lord of the manor there). Thomas Lane still had the Langaller Estate in 1772 and Higher Brimley was still shown as part of Langaller until at least 1832.

The Land Tax assessments for Bovey Tracey on microfiche in the Devon Record Office (DRO) show that by 1780 the manor of Langaller had already broken up into many separate holdings with different owners and occupiers, for example, Langaller Estate, Higher and Lower Brimley, Challabrook, Chappell, Doxwell and Whisselwill.

An appendix records place names encountered in the court books for Langaller. Only one spelling is shown, for what is clearly the same place may have been entered with slight variations.

Appendix

Bekeleate
Bremley
Calvenoparke
Chappell
Cowses
Daroparke
Deparke
Diperford
Doxwell
Casseller
Greate Meadow
Hensperch
Hethfelde
Higher Bremley
Higher Bremley Down
Higher More
Lower Bremley
Marelond
Outer Challabrook
Sigmorc
Sladc Meadow
Turfhill
Whisselwill
Wilmede
Woode

Acknowledgement

My thanks to Valerie Ransom for her help in researching and producing this article.

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3. 'Ralph Coplestone 8 Henry VII', Deputy Keeper of the Records (1898) *Calendar of Inquisitiones Post Mortem*, London: HMSO.
4. WCSL, *op cit.*, John Coplestone 4 Ed. VI.
5. Wills 2000, and *pers. comm.*
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7. *Idem.*, Court Book 2, 1715-50.
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Bill Ransom is a former government research scientists, retired to Hsington in 1981, where he pursued his interests in local history, walking on Dartmoor and landscape painting. He regularly exhibits at local art shows. His published works include, *inter alia*, books on the problems affecting building materials and on the perambulation of the forest of Dartmoor. A regular contributor to *The Devon Historian* since 1994, this is his eleventh article.

Captain Jacob Whiddon

Lou Whiddon

Jacob Whiddon was a new breed of mariner, adept in seamanship, naval tactics and trained in the latest science of navigation. He, like the great mariners of his time, was from the southwest of England, from the county of Devon. He was one of the intrepid Elizabethan seafarers, an extraordinary generation of seafaring men who won control of the oceans for England.

When Elizabeth took the English throne in 1558 she inherited a fleet of twenty-three ships. Elizabeth also inherited a solid administrative structure, which she could use to strengthen the navy. Her father, Henry VIII, provided for the position of Lord Admiral and the Howard family had a near monopoly on the position for more than a century. In 1546 the Navy Board was founded to supervise the navy under the Lord Admiral. Henry also established three sites for the training of seamen. But Henry's lavish spending left England in tremendous debt. When Elizabeth wanted to increase English sea power she needed innovative ways to fund the navy.

English merchants were developing a new economic strategy to finance ventures at sea, the joint-stock company. It was intended to fund voyages for discovery of the lands and riches of the new world. These companies were effectively used by Elizabeth to form a powerful royal navy. She issued letters of patent to authorize combination public/private ventures. Besides granting permission for a venture she would usually provide some assistance in the form of ships, stores, gunpowder or money. The company would provide additional ships along with supplies and crew. This method reduced the financial strain on the royal treasury and provided Elizabeth with diplomatic cover against foreign protests.

These expeditions were not always used to explore new lands. The capture of foreign ships on the high seas often proved far more profitable than exploration. A captured ship with a valuable cargo yielded huge dividends. Well-established ratios for the division of the captured spoils existed that began with the Queen and went down through the company, the ship's captain and to the cabin boy. The English privateer came into existence because plunder on the high seas was more lucrative than exploration and colonization. Through these privateering activities, England developed a generation of experienced sea captains and a good supply of seaman.

Prior to this generation, English sailors only sailed along the coasts or from island to island. Navigation on the open seas requires a different level of knowledge. Walter Raleigh gathered experts in astronomy, geography and other sciences with nautical application. They developed new ways to navigate, new shipbuilding designs, better armaments and improved combat tactics. This occurred just in time because waiting

on the horizon was a life and death struggle with Spain; a struggle that would determine control over of the sea, of the new world and the religious future of Europe.

Among these experts was mathematician, philosopher and scholar, Thomas Hariot. He provided private scientific and professional instruction to Raleigh and his officers, including Jacob Whiddon.

Raleigh understood the importance of sea power and wrote, 'Whosoever commands the sea commands the trade; whosoever commands the trade of the world commands the riches of the world, and consequently the world itself'.¹

The greatest English seafarers of this generation were all from Devon. This county, in southwest England, on the peninsula that extends into the Atlantic was the home of men like Walter Raleigh, Francis Drake, Richard Grenville, Humphrey Gilbert and the Hawkins. Devon has the distinction of providing a large and brilliant group of naval commanders and daring seamen. These men took the lead in the conquest of Virginia and in breaking the power of Spain. In this company of mariners was Jacob Whiddon, an adept and courageous ship captain.

In the summer of 1578, Humphrey Gilbert received letters of patent for a substantial expedition of discovery and colonization. This may have been cover for intended raids on Spanish interests in the Caribbean. Gilbert had a fleet of seven ships, including the *Hope* of Greenway with Currew Raleigh as captain and Jacob Whiddon as master. Also part of Gilbert's fleet was the *Falcon* with Walter Raleigh as captain. The expedition was beset with many problems and ended when bad weather let them go no farther than Ireland.

Walter Raleigh obtained a charter in 1584 from Elizabeth to establish a colony in any 'heathen and barbarous lands' not inhabited by Christian people. In 1585 he sent a fleet of seven ships, under the command of Richard Grenville, which landed on Roanoke Island. Jacob Whiddon sailed with Richard Grenville to Roanoke and may have taken part in the abortive effort to relieve the colony in 1587.

In 1586 Raleigh sent out two pinnaces, the *Serpent* under the command of Captain Jacob Whiddon and the *Mary-Spark*, on a privateering expedition. They left Plymouth on 10 June to prey on shipping in the vicinity of the Azores. The *Serpent* and *Mary-Spark*, after a successful venture in the Azores, returned home in early August with several captured ships and important prisoners. The most important prisoner was Pedro de Sarmiento de Gamboa, Governor of the Straits of Magellan, one of the most knowledgeable and experienced Spanish explorers. Captain Whiddon turned Sarmiento over to Walter Raleigh and received his share of the spoils. Raleigh took Sarmiento to Durham House to be held in hope of a large ransom. He was a very special political prisoner, an authority on the Incas and a highly experienced navigator having sailed widely in the south Atlantic and Pacific Oceans. During this time at Durham House he filled Raleigh with tales of the fabled El Dorado, a land abounding

with gold and laying in Guiana (Venezuela) between the Orinoco and Amazon Rivers. Raleigh was not to forget about El Dorado and its supposed riches.

In 1588 Spain assembled the largest Fleet the world had ever seen. Philip of Spain viewed the Armada as a means of returning England to the Catholic realm. The Spanish fleet contained large ships intended to carry soldiers sufficient to board and capture the enemy. The English had lighter more maneuverable ships designed as gun platforms intended to bombard the enemy with long-range cannon.

On 29 July 1588, Lord Howard was told that the 131 ship Spanish Armada was sighted off the Scilly Isles. Howard, Drake, Hawkins and Frobisher, each in command of a squadron were caught in Plymouth harbour and in danger of being bottled up and destroyed. Overnight they escaped under cover of fog and when it lifted the Spanish realized the English had the weather gauge and the advantage. The English were chasing from behind and with long range shelling harassed the Armada's progress. This used a tremendous amount of ammunition and supplies of ammunition were soon exhausted. Captain Jacob Whiddon, who was commanding Raleigh's *Roebuck*, was assigned to the squadron of Sir Francis Drake. Whiddon carried supplies of ammunition to the ships of the squadron and was employed in scouting duty.

On 31 July the Spanish fleet suffered two major disasters including the *Our Lady of the Rosary* accidentally colliding with another galleon losing her bowsprit and foremast. She was left adrift. At dawn the following morning the crippled *Rosary* found herself only three cable's lengths from Drake's *Revenge* and Whiddon's *Roebuck*. The *Rosary*, the richest prize captured in the entire campaign, soon capitulated. She yielded forty-six guns, other arms, ammunition and 55,000 ducats of gold. Drake transferred the gold to the *Revenge* before the *Roebuck* towed the *Rosary* to Dartmouth. Coffers containing 'clothes of gold and other furniture' were found on the *Rosary* and were appropriated by the *Roebuck's* crew. Whiddon removed ten of the cannons and the ammunition from the *Rosary* to resupply the English fleet.

The Spanish were ultimately defeated by the more maneuverable English ships which pursued and harried them up the channel. The English, by using long-range tactics and with help from the Dutch, totally frustrated the Spanish. The Armada was unable to accomplish its objective of escorting troops across the channel to a landing in England. With the English guns behind them they chose to escape by sailing up the east coast of England and around Scotland and Ireland. On 12 August Lord Howard called off the chase. On the return to Spain the Armada encountered a very severe storm off the Scottish coast that caused losses more devastating than did the campaign against Lord Howard's fleet. The Armada finally limped into Spanish ports having incurred losses of more than 15,000 men and almost sixty ships.

After the defeat of the Armada, the Spanish navy was in a very weak position. The English privateers had a free rein and more than 90 ships were captured and brought to England in a year. This was the largest haul of Spanish vessels ever made

and Raleigh's ships brought in their share. Captain Jacob Whiddon was a trusted captain of Raleigh's privateering fleet and in 1590 commanding the *Pilgrim* he captured among others a valuable Brazilian prize. A Dutch source stated that the English 'are become lords and masters of the sea and need fear no man'.³

The success of the English privateers caused King Philip of Spain to delay shipment of silver from the West Indies for fear of its capture. Philip determined that the silver would not sail for Spain until he had sufficiently rebuilt his fleet to be able to protect it. Immediately after the disastrous loss of ships the Armada suffered in 1588 Spain began a major shipbuilding program including twelve large vessels called the Twelve Apostles.

The English knowing Spain could not indefinitely hold the shipments devised a plan to catch them. Ships would be positioned between the Azores and Spain to lie in wait. In early 1591 the English sent a squadron under the command of Lord Thomas Howard for this purpose. The squadron included Sir Richard Grenville on the *Revenge* and Captain Whiddon on the *Pilgrim*.

Lord Howard's squadron was at sea for six months and because of the inevitable filth of a long stay at sea, sickness struck the crew in the form of typhus. It was absolutely necessary to find a port to replace the filthy ballast with clean rocks, obtain fresh water and clean air for the sick. They put in 'At Flores in the Azores' and carried the sick ashore to recuperate. Spain became aware of the English presence and sent a fleet of fifty-three ships to confront them. Howard received word of the approaching Spanish fleet from an English merchant. There was barely time to bring the sick aboard and depart the harbour before the Spanish fleet arrived. All escaped except Grenville on the *Revenge*. He was caught between two Spanish squadrons.

When the *Revenge* finally made sail an opportunity to escape presented itself. Grenville refused to run, not willing to dishonour himself, his country or Her Majesty's ship. A narrow gap between the Spanish squadrons gave him the idea to sail through it. The *Revenge* would fire its cannon both port and starboard to drive the Spanish apart and he could sail through and rejoin Howard. As Grenville sailed into the midst of the Spanish fleet the wind worked against the *Revenge* and she lost her advantage of speed and maneuverability.

The captain of the giant *San Philip*, one of the Twelve Apostles, sailed at the *Revenge* and when she was on top of the *Revenge* her huge sails blocked all the wind, leaving the *Revenge* becalmed in the middle of the Spanish. Howard's fleet offered what little help it could. As the day wore on, Grenville's situation grew worse and 'none appeared in sight but enemies, saving one small ship called the *Pilgrim*, commanded by Jacob Whiddon, who hovered all night to see the success. But in the morning bearing with the *Revenge*, she was hunted like a hare amongst many ravenous hounds, but escaped'. Captain Whiddon gallantly risked all to support Grenville with whom he had earlier sailed to Roanoke.

The *Revenge* was surrounded by the enemy and had no hope of escape. First the *San Philip* and then the *San Barnabe* grappled and attempted to board. The *Revenge* repelled these attempts. As many as fifteen ships came against the *Revenge* to board her and all were beaten off. The *Revenge* now barely afloat was still taking a heavy toll on the enemy.

The Spanish ships carried Musketeers who poured a steady barrage onto the decks of the *Revenge*. Grenville was hit several times by musket shot and eventually succumbed to his wounds after being transferred to the Spanish flagship. The *Revenge* negotiated favourable terms of surrender before ending the battle. The Spanish admired gallantry and certainly respected the heroic fight of the *Revenge* and its commander, Grenville, who displayed such valour.

Alfred Lord Tennyson's poem *The Revenge: a ballad of the fleet* describes this saga, considered to be greatest in English naval history. This battle was made famous by Raleigh's account that was based on eyewitness reports. This is a story about the courage and boldness of Devon mariners. Jacob Whiddon was a heroic player in this drama.

The interest the captured Spaniard Sarmiento had sparked in Raleigh in 1586 about the legendary El Dorado remained vivid. In 1594 Raleigh was ready to act. From his privateering captains he chose Jacob Whiddon, the man who had captured Sarmiento, to launch a reconnaissance voyage to Guiana. If an English foothold could be established in Guiana, a wedge would be driven between the Spanish colonies of Mexico and Peru and the flow of gold to Spain would be cut off. This, it was believed, would topple the Spanish empire and provide fabulous wealth to England.

Arriving at Trinidad, Whiddon obtained permission from Don Antonio de Berrio, Spanish governor of Guiana, to resupply his ship. While supplies were being loaded, Whiddon had a cordial meeting with Berrio making discrete inquiries about Guiana. Whiddon also met with the Indians for trade and to find out what they could tell him about El Dorado. Whiddon met an Indian Chief named Cantyman who he would see again on the return trip. When Whiddon was away from his ship, Berrio sent some Indians to offer a deer hunt to the crew. Eight of them went ashore for the hunt and were attacked and killed by Berrio's men. Berrio had given his word to Whiddon that the English could 'take water and wood safely'. This Spanish betrayal would not be forgotten. Whiddon knew that it was time to leave and immediately sailed for England with information gathered from the Spanish and the Indians concerning the location of El Dorado. He brought back with him four Indians to be trained as interpreters and to provide details concerning area geography. These four comprised the largest group of Americans to have visited England to this point and provided valuable service to Raleigh on the return trip to Guiana.

Later Whiddon was arrested based on charges brought by some Dutch merchants. To free him and have him available for a return to Guiana, Raleigh had his

political ally, Sir Robert Cecil, write to the judge of the Admiralty Court asking for his prompt release. Cecil wrote 'I pray Sir take some paines in the matter, and let it be so carried as Whydden may be forthwith at lybertie, for I assure yow, it concernes Sir Walter very nere, and yow shall therby doe such a cutesie to me and him as wee shall both thincke our selves beholdinge unto yow'.⁵ This worked, as Whiddon was available for a return voyage to Guiana to discover El Dorado.

Prior to the voyage to Guiana Thomas Hariot was consulted to provide the latest advances in navigation. He delivered a series of lectures to the captains and masters of the Guiana fleet. The lectures covered the latest research on navigational techniques. The cross-staff an instrument held to the eye and used to determine latitude always gave trouble due to facial differences. Mariners usually made a rule of thumb correction to the associated mathematical tables. Hariot developed corrected tables for Raleigh, Whiddon and shipmaster John Douglas based on their facial characteristics. They were prepared with the latest navigation techniques.

On 6 February 1595 three ships making the Guiana voyage sailed out of Plymouth harbour. The ships were packed with soldiers and prospectors. The expedition was lead by Raleigh who sailed on his flagship *Bark Raleigh* commanded by Captain Whiddon. Whiddon was the old salt of this voyage. The *Lion's Whelp* was to sail with them but was delayed several days. Off the coast of Portugal one of the three ships, the *gallego*, was blown off course and separated from the others. Upon reaching the Canary Islands on 17 February the two ships put in to rest and wait for the *Lion's Whelp* and *gallego*. After waiting about a week and seeing no sign of the missing ships, Raleigh decided to continue the journey.

The *Bark Raleigh* and the 'small bark' arrived at Trinidad on 22 March. They anchored off Icaos Point encountering neither Spanish nor Indian. After a few days for recuperation and reconnaissance they begin to move north and on 4 April were off Port of Spain. Here they saw a small company of Spaniards guarding the landing. Raleigh sent Captain Whiddon to speak with them because he spoke Spanish. After a friendly meeting some of them came aboard. Later that evening, the Indian Chief Cantyman, whom Whiddon had met on his 1593 voyage, came on board. From Cantyman they learned the strength of the Spanish and the location of San Jose, the Spanish garrison.

Over the next few days the Spanish came aboard the *Bark Raleigh* to trade and while on board they were wined and dined. Gaining the confidence of the Spanish, the English discreetly inquired about Guiana and navigation on the Orinoco River. Then on the evening of 7 April Raleigh decided to attack San Jose. They set upon the Spanish company putting them to the sword. They then marched about 100 men toward San Jose, the capital of Trinidad, for a dawn raid. At sunrise they attacked and the Spanish were either killed or fled and Raleigh had taken the town and captured Berrio. Berrio was the one who killed eight of Whiddon's men during the 1594 visit.

They looted and razed the town and after two days returned back to the harbour with the captured Berrio. The same day they returned to the harbour the *Lion's Whelp* and *gallego* came into view. 10 April was a good day for the English, they had gained revenge for the killing of Whiddon's men, sacked the Spanish garrison, captured Berrio, established good relations with the Indians and been rejoined by their missing ships.

About 13 April they left Port of Spain and headed south back to Icaos Point. There they built a wooded fort to serve as a base from which to explore the mainland and as a garrison against the Spanish. This put them only 10 miles from the South American coast. At this point the interrogation of Berrio was conducted to learn all that he knew about Guiana. From this base Whiddon made a trip across the gulf to the mainland and discovered a suitable place to enter for the trip up the Orinoco.

Whiddon accompanied Raleigh and about 100 men as they crossed over to the South American mainland on 17 May. They crossed in five small boats because the Orinoco River delta was so shallow that larger vessels could not enter. It took fifteen days to traverse the delta, struggling against a strong current, extreme heat and shortages of food and water. Once through the delta and into the main river progress was much easier and faster. Five more days travel on the river brought the party to the confluence of the Orinoco and Caroni Rivers, nearly 250 miles from their ships. Further passage upriver was impossible due to the falls ahead. Therefore, three scouting parties were sent out on foot to explore the area. One of these scouting parties was led by Jacob Whiddon with the mission of finding signs of gold and 'mineral stone'.

It was nearly four weeks since they had started the journey up the Orinoco. Encountering insurmountable obstacles of the falls, raging rapids, imminent rains and an exhausted crew, they decided to end the Orinoco exploration. Raleigh resolved to return the following year, but it was not to be. The swift current carried them downriver and in four or five days they were back at their base on Trinidad.

Shortly after arriving at their base Raleigh's small fleet of ships sailed to Margarita and then to Cumana, a small town on the mainland. Cumana was a trading port for gold and tobacco and was often visited by English mariners. On 23 June, the fleet launched five boats loaded with 210 men to loot and burn the town. Upon landing they quickly captured the waterfront and soon took control of the high ground. The Spanish regrouped at their fort and when reinforcements arrived they counterattacked. The town was better defended than Raleigh expected. Casualties began to mount and the English retreated to the shore. With great loss of life and many wounded they returned to their vessels.

Forty-eight were left dead on the shore and another twenty-seven died onboard ship of their wounds. A total of seventy-five dead, including Captain Whiddon who was buried on Trinidad. The loss of Whiddon touched Sir Walter Raleigh who wrote

concerning his faithful friend 'a man most honest and valiant, whom to my great sorrow I left buried in the sands of that island'.

The nineteenth century cleric and writer, Charles Kingsley, describes Jacob as 'a Devonshire man – probably one of The Whiddons of beautiful Chagford'. He had two sons christened at St. Andrews Church in Plymouth, Jacob in 1584 and Halse in 1588. In the late sixteenth century the St. Andrews Church included many Elizabethan seafarers including Drake, Hawkins and Grenville.

Jacob Whiddon was a stalwart sixteenth century seadog. He and his contemporaries laid the foundation that provided England the largest and most powerful navy in the world. 'Britannia rules the waves' was a true statement for over 300 years.

Notes and references

1. Miller 1985, p. 150.
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Lou Whiddon is a retired Naval Logistics Engineer who worked as a civilian for the United States Navy for thirty nine years. Lou, like Jacob Whiddon, lives at a major seaport. His home in Virginia is only a few miles from where the first Whiddon arrived from England in 1635. He is currently working on a Whiddon family history.

Oliver Cromwell and Devonshire farming

Robin Stanes

Professor W.G. Hoskins in his *Devon* wrote that Oliver Cromwell had praised Devonshire husbandry saying that 'I have been in all the counties of England and I think the husbandry of Devonshire the best'.¹

Hoskins was quoting from John Aubrey's *The natural history of Wiltshire* (1656-85) part 2, chapter 7 'Agriculture'.² The exact quote is as follows:

The Devonshire men were the earliest improvers. I heard Oliver Cromwell, Protector, at dinner at Hampton Court, 1657 or 8, tell the Lord Arundell of Wardour and the Lord Fitzwilliams that he had been in all the counties of England and that the Devonshire husbandry was the best: and at length we have obtained a good deal of it which is well known and need not be rehearsed. But William Scott of Hedington, a very understanding man in these things, told me that since 1630 the fashion of husbandry in this country had been altered three times over, still refining.

Cromwell as Lord Protector resided at Hampton Court and 'held court' there. Although he had aristocratic connections, Cromwell's own life had been that of a minor landowner at St Ives in Huntingdonshire, until the conflict between king and parliament began. Landowners, if they were wise, knew about the land and how to improve it, for many it was an abiding interest!

Cromwell was in Devon from just after the Battle of Langport (October 1645), when the New Model Army under his and Lord Fairfax's command drove the defeated royalists westwards into Devon. He was in Ottery St Mary in October 1645 and at Bovey Tracey and Ashburton in the New Year and perhaps at Torrington. He saw an Autumn Devon then with the corn harvest home, the apple harvest beginning and water meadows being 'drowned', winter ploughing and sowing beginning, and hedges being cut and laid. He was plainly impressed! Perhaps most by the entire enclosure of the landscape of Devon into enclosed fields and the ploughing of old grassland, even on hill sides, to make arable from which to take two or three crops, and then reseed to grass as a 'ley', not permanent grass. Steep hillsides and wet meadow apart, there was very little permanent grass in Devon.

John Aubrey was born in 1626. He is best known for his *Brief lives*. Short sharp biographies of well known contemporaries, literary gossip culled down from a life at Court and 'in society'. He was not a 'landowner', but at one time held the lease of the Manor Farm at Broadchalk, Wiltshire, from the Earl of Pembroke. He was thus 32 when he heard and remembered Cromwell's words.

His *Natural history of Wiltshire* was written between 1656 and 1686. In his chapter on agriculture he lists the agricultural improvements that were current in Wiltshire in his lifetime: tining was introduced *circa* 1595 by Sir Edward Ford of Devon; beat burning or Denshiring (Devonshiring being the paring and burning of poor grassland before ploughing) was introduced in 1639 by Mr Bishop of

Merton; Marling was introduced by George Johnson of Bowden, councillor at law; water meadows were established at Wylde in 1635; soap ashes were spread on land, first by Mr Broughton of Bristol; and enclosures were 'anciently few', although there were some at Chippenham in 1633.

These improvements were all being advocated by William Bligh in *The English improver improved* of 1605, and were clearly in use in Devon by the time Samuel Colepresse wrote his account of Devonshire agriculture for the Royal Society in 1667. Doubtless Oliver Cromwell saw all this activity and more when he was in Devon in 1645, and Devon, unlike Wiltshire, was by then almost entirely enclosed and without enclosure there was little opportunity to 'improve'.

Acknowledgements

Thanks to Greg Colley Reference Librarian of the Bodleian Library, Oxford, who found the quote from Aubrey for me.

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Robin Stanes is a founder member of the Devon History Society, and has also served as its Hon. Editor. He is the author of the Phillimore county history of Devon, and other books on county's past. He was a farmer in Devon for 15 years, and his particular interest is Devonshire farming practice in the past.

Mormons in Plymouth 1922-1963

Peter Vousden

On 5 February 1922 two young men held a public meeting on the North Quay in Plymouth in order to proclaim their religion. Harvey D. Hansen and Ernest G. Joseph were Mormon missionaries and their boldness drew a crowd of listening men. *The Times* reported the *al fresco* meeting: 'Their speeches were listened to quietly but afterwards considerable resentment was shown by some members of the audience. The elders left followed by a shouting group of men. A soldier knocked the hat off the head of a missionary'.¹ The shout had gone up that the missionaries were polygamists only interested in recruiting women. Their presence in Plymouth was covered in depth for several weeks by the *Western Evening Herald*, who sent a reporter to interview their landlady at their lodgings at 14 Morley Street, Prince Rock. She said that they were 'two quiet, well behaved and respectable young men. She had nothing but praise for their sincerity and she greatly regretted the hostility which had been shown them'.²

The *Herald*, reporting on the incident at the North Quay, declared in its front page headline 'Mormons will not go!', and published a photograph of the elders preaching shortly before the meeting broke up and the missionaries fled.³ A police officer offered them protection and suggested they leave Plymouth for their own safety. Elder Hansen, who was the senior of the pair, declined stating that neither he nor his companion had broken the law and that they intended to exercise their right to act as ministers of their religion. Such were the beginnings of Mormon congregations in Devon.

Prior to the First World War certain sections of the British press had waged a war of invective against the missionaries of The Church of Jesus Christ of Latter day Saints, best known by the nickname 'Mormon'. Foremost in the campaign was the *Daily Express* which printed story after story of Mormon missionaries alleged abductions of English girls for Utah based polygamous harems.⁴ The stories excited a lot of interest not only from outraged readers of the *Express* and other publications, but also from the more considered sections of the media. For example W.T. Stead, the most famous and respected editor in Fleet Street reacted against the outbreak of intolerance. In a letter to the *Daily Express* he lodged his 'emphatic protest against the mischievous and wicked nonsense that is being written and spoken in furtherance of what is known as the anti-Mormon crusade'.⁵ Stead went on to decry the intolerance of Church of England and Catholic clergy who were calling at best for Parliament to intervene and at worst for the Mormon agents of polygamy 'to be taken by the scruff of the neck, rushed across the land and dropped into the sea'.⁶ The *Church Times* advocated the deportation of all Mormons.⁷ The atmosphere became highly charged and Mormons were violently attacked, with a sixty four year old man in Nuneaton being tarred and feathered and attacks reported in Birmingham, London, Bristol, Ipswich and Sunderland.⁸ The Home Office did conduct an enquiry into the activities of Mormons. The

Archbishop of Canterbury admitted in his submission to the enquiry that 'we cannot at present get all the clear evidence that we want about individual cases, but this propaganda is an evil thing'.⁹ Winston Churchill, Home Secretary, agreed with the Archbishop that there was no evidence and therefore no official action against the Mormons was justified. They were to be left to pursue their preaching.

In January 1922, just a few weeks before the elders preached for the first time in Plymouth, The *Daily Express* resumed its attack upon 'these apostles of a pestilent gospel'.¹⁰ 'Mormons must be banned'¹¹ ran one *Express* headline, 'Deport the Mormons'¹² screamed another. 'No woman who gets to Utah can ever escape. She is lost to decency and dead to her friends. Yet the nauseous hypocrites who lure girls in the name of a God they provoke are allowed to run free in this country. The peril is shocking. The scandal is intolerable'.¹³

It was against this background that elders Hansen and Joseph stood by the docks on the North Quay and addressed a crowd of Devonian men. It was not an auspicious beginning but the public debate and the disturbance inspired brought out the best in the residents of Plymouth. 'How dare these people corrupt the morals of the country and of Plymouth' wrote one disgruntled correspondent to the *Western Evening Herald*.¹⁴

'These people' who so disgusted him were not the Mormon elders but the men who chased them off the quayside. How dare residents of Plymouth, of all places, forget religious tolerance? In an editorial the *Herald* articulated the argument: 'A Britisher believes in liberty. Particularly does he believe in religious liberty...It behoves British people safeguarded by their laws against the abuse of liberty to be tolerant'.¹⁵

The *Herald* covered the Mormon story for several weeks giving over space in its letters page for both sides of the argument. For example on Valentine's Day a correspondent simply signed 'A Mother' wrote 'I hope the people of Plymouth will show these soft voiced fellows that we are English men and women and that we will stand by the young girls of our town and protect them'.¹⁶ But the paper also took the time to interview Elder Hansen and gave him space to rebuff the accusations made against him and his companion and the church they were licensed to represent: 'People in Plymouth have been converted to Mormonism but have never been asked to go to Utah. One lady here has been a Mormon for 30 years', he claimed.¹⁷ The *Western Evening Herald* was a liberal organ accustomed to showing both sides of a debate, for example allowing both Catholics and Protestants to debate issues back and forth in their letters page. They followed a similar pattern in dealing with the Mormon issue.

In maintaining a stance of impartial tolerance the *Herald* gave space for a serialisation of a rather sensational account of living with Mormons in Utah by an Englishwoman called Agnes Lister, who said she was unfairly punished by church leaders for not being obedient enough. The serialisation lasted for several editions, but the paper then gave Harvey D. Hansen a whole column of space to answer the critical points made.¹⁸ The *Herald* also published an impressive photograph of the Mormon temple in Salt Lake City, Utah.¹⁹

The immediate furore passed and The Church of Jesus Christ of Latter-day Saints maintained a small and weak presence in Plymouth. For example, *The Latter day Saints Millennial Star*, the church's British magazine from 1840 to 1970, featured in an August 1934 edition a profile of Walter Shortle, the president of the Plymouth branch. He had been baptised a Mormon in July 1918 as a 12 year old in Bolton, Lancashire, the county with a Mormon congregation stretching as far back as 1837. Shortle wrote in the *Star*, 'Mormonism embraces all truth, wherever it may be found. It has no quarrel with the truths of traditional Christianity or the truth of paganism, or the findings of science. It is not a sect or merely a church. Mormonism is a religion in its broadest sense'.²⁰ Shortle baptised Elsie Yates, a Plymouth girl who became his wife, and their efforts kept the small branch alive during the 1930s. Others took the reins during the Second World War and into the 1950s, but it was not until the 1960s when interest in the message of Mormonism became more popular and waves of new converts were baptised that the church became once more the focus of attention of the *Western Evening Herald*. From 1954 to 1963 the Plymouth branch of the church met in a house in Scymour Street with a maximum capacity for eighty worshippers. Their local leader, Mr Geoffrey Reeson, explained the house was too small for a growing congregation. The *Herald* reported on the plans for a new purpose built chapel of modern design: 'The new chapel at Hartley will seat about 400 people, but with an adjoining hall the total capacity will be about 1,000. There will also be classrooms, offices and a reception lounge'.²¹ The *Western Morning News* reported further on the building on Manamead Road in 1965: 'Mormons build own chapel - £100,000 Plymouth work started'. There followed an article about who was building the church, how it was to be built, and details of the interior design.²² The impression given that it was to be a welcome addition to the locality. The Plymouth building has since hosted many important acts of worship, conferences of instruction, weddings, funerals and social and sporting events over the years. It is also home to a genealogical library open to members of the public. Since 1977 it has stood as the headquarters of the church in Devon and Cornwall.

But the *Herald* deserves the last word in the changing fortunes of the Mormons in Plymouth with a 1963 headline: 'Friendly ways of Mormons succeed in city. They printed a photograph of two beautiful British lady missionaries called Deidre Lewis and Leslie Gardner. No longer American men fighting accusations of female abduction but lovely young English women sharing their honest testimony. The article noted the charm of the lady missionaries and then proceeded to examine numerical growth through baptism in Plymouth and the need for a new building in which to worship'.²³ Such a story from the *Herald* contrasts markedly with the one forty one years earlier which proclaimed 'Mormons will not go!', and reported on missionaries being chased through the streets of Plymouth by angry men. From 'Mormons will not go!' to 'Friendly ways of Mormons succeed in city' provides a succinct and apposite summary of the fortunes of The Church of Jesus Christ of Latter day Saints in Plymouth between 1922 and 1963.

Notes and references

1. *The Times*, 6 February 1922.
2. *The Western Evening Herald*, 22 February 1922.
3. *Ibid.*, 6 February 1922.
4. *Daily Express*, 3 April 1911, 24 April 1911, 29 April 1911, are examples.
5. *Ibid.*, 28 April 1911.
6. Vousden, 2002. The quoted phrase was from Father Bernard Vaughan, a Catholic Priest.
7. *The Church Times*, 21 April 1911
8. *The Times* 15 July 1912 carries details of a London attack. *Midland Counties Tribune* 28 May 1912 commented on the tarring and feathering of Mr Smith, a Mormon. *Bristol Evening Times and Echo* 19 November 1912 reported Bristol attacks.
9. Home Office/1009/142.926/70.
10. *Daily Express*, 19 January 1922.
11. *Ibid.*, 11 January 1922.
12. *Ibid.*, 12 January 1922.
13. *Ibid.*, 19 January 1922.
14. *Western Evening Herald*, 8 March 1922.
15. *Ibid.*, 9 February 1922.
16. *Ibid.*, 14 February 1922.
17. *Ibid.*, 6 February 1922.
18. *Ibid.*, 22 February 1922.
19. *Ibid.*, 18 February 1922.
20. *Latter day Saints Millennial Star*, 23 August 1934.
21. *Western Evening Herald*, 20 September 1963.
22. *Western Morning News*, 22 April 1965.
23. *Western Evening Herald*, 20 September 1963.

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Peter Vousden is a keen part-time historian. He holds a BSc from the University of Bradford and an MA from the University of London. As a lifelong Latter day Saint he has a special interest in British Mormon history and has contributed articles in journals in Britain and the United States. By profession he is a facilities manager.

Book reviews

Roger Barrett (2006) *Start Point and its lighthouse*. Chudleigh, Orchard Publications; 86 pages, 8 maps, profusely illustrated, softback, ISBN 1898964742, £4.95.

What an excellent little book. It provides a comprehensive history of this important, beautiful but hazardous landmark, the most southerly in England except for Cornwall and the Isles of Scilly. It describes graphically the wrecks on this dangerous stretch of coastline, the construction of the lighthouse in 1836, and is accompanied by illustrations which bring to life all the facets of the area. The different methods of powering the light over the years are carefully explained as well as the lives and accommodation of the lighthouse keepers until automation took over in 1992. It is a fascinating story and shows what dreadful loss of life and ships were saved by its presence, although even then the great blizzard of 1891 caused disaster and loss of life, in spite of brave efforts by rescuers.

Apart from including its history the book gives a detailed account of the rocky coastline, and of walks which can be taken round and near the lighthouse. The lighthouse is open to visitors and the author is a guide there. Two holiday cottages are available to rent from Trinity House who are still responsible for the operation of the lighthouse and cottages.

The BBC had a building there opened just before war began in 1939, which has since been demolished, although the radio masts are still in position and used for transmitting Radio 5 Live.

Although there is no index sources are comprehensively provided, and I could only find one misprint! This is a book which will both delight and inform.

Arnold Savers

Henry Buckton (2006) *Friendly invasion: memories of Operation Bolero*. Chichester: Phillimore & Co. Ltd; 191 pages, profusely illustrated, softback, ISBN 139781860774331, £9.99.

This book gives an excellent account of the American occupation of Britain between 1942 and 1945, when thousands of young US servicemen arrived in Britain. Most were part of an infantry, armoured or airborne division preparing for embarkation for the Normandy D-Day landings. Their presence, despite being over a relatively short period of time, would have a lasting effect on the local community. This book is a captivating story of the way their presence influenced them and the local people during the Second World War. It provides an important insight into the various relationships forged between the local population and their American guests. Many Devon and Cornish people worked with the Americans, provided them with accommodation or lived near their camps. Others were involved with them socially: visiting their cinemas and dancehalls. The book reveals a fascinating account of how the Americans enjoyed their spare time, their romancing, and sometimes, their marriage to local girls. It also covers the controversial subject of GI brides and their babies. Many of the soldiers who

embarked from Dartmouth, Slapton Sands in Devon and Turnaware in Cornwall, never returned from the Normandy landings after fearful fighting on the beaches.

This very readable book includes many stunning and previously unpublished photographs, and recaptures the atmosphere of a unique period in our history that will appeal to local people and historians alike. It has a comprehensive index and is well worth a place on any bookshelf. Well recommended.

Neil Macaulay

Halsgrove DVD Exeter collection (2005): *Discovering historic Exeter* (2005) (originally produced in VHS format as *Old Exeter* (1995), approx. 80 min.; *Memories of old Exeter* (2005) (originally produced in VHS format as *Old Exeter* 1991) approx. 50 min.; *Exeter blitz* (originally produced in VHS format as *The Exeter blitz*), approx. 50 min.; 3 DVD set £29.97.

The three DVDs show a history of Exeter from the Roman occupation to the late twentieth century. Chronologically, the first DVD is *Discovering Historic Exeter* that, by use of monochrome and colour film and photographs, local historians describe the city's history over two millennia by referring to illustrated buildings, for example, the Cathedral, the Guildhall, the Bishops' Palace, the Custom House, Rougemont and Powderham Castles, the various almshouses, parish churches, and medieval mansions, and so forth. Artefacts associated with the buildings and, where appropriate, their historic significance are described as are the historic background of Devon families, such as the Aclands, Courtenays and Wynards. The second DVD approaches Exeter history over the early Victorian period to the mid twentieth century by referring to a collection of monochrome post cards and still photographs interspersed with occasional colour slides and a few movie shots. The last period, entitled *The Exeter Blitz*, spans the 1939 to 1945 war with cine film of the city before and after the Baedeker raid of May 4th 1942 filmed by a guest from a window of the Rougemont Hotel. Many buildings, such as Bampfylde House, Exeter's cinemas, Marks and Spencer's, Wreford's, Dellar's Café were destroyed and many more, such as the Cathedral, St Sidwell's Church, the Vicars Choral extensively damaged. Interviews with persons, such as Air Raid Personnel, fire service, telephone operatives, and others, who served during the blitz were recorded and are of particular interest. The photographs of reconstruction of the city after the bombing, such as those of Princesshay, since the demolitions to make way for a twenty first century reconstruction of the city centre, have become valuable historic records. For example the photographs and comments on the wall statues, Despair and Hope, indicate their significance, and the importance of restoring them as near as possible to their original site at the end of Princesshay.

IBM's introduction of the first successful personal computer in 1981 laid the foundation of the introduction of a series of devices that changed the world and, inevitably, caused rapid obsolescence. Halsgrove are to be congratulated for publishing these three DVD's, much of the contents of which must be unique, and for producing DVD's from the now obsolescent VHS material. There is a small amount of lack of synchronisation between the sound and the picture. The value of

the DVD's would be greatly enhanced if there were an index for the historic material. One imagines that the writing of software for this would not create much difficulty.

D.L.B. Thomas

Patricia Milton (2006) *The Discovery of Dartmoor: a wild and wondrous region*, Chichester: Phillimore and Co.; xii + 241 pages, 112 b/w illustrations, 16 colour plates, hardback, ISBN 1860774016, ISBN 13 978-1-86077-401-0, £18.99.

This is a handsomely-produced book, with well written clear text and a generous collection of appropriately chosen illustrations. The purpose of the book, as expressed in the Introduction, is to examine the various influences that brought about the change in perceptions of Dartmoor from that of a dreary region with uncouth fringe dwellers in the sixteenth century to one that is visited by millions of people, with well respected local communities, in modern times. It is noted that the focus is to be on ways in which water-colourists and novelists have interpreted Dartmoor.

The first seven of the seventeen chapters include a brief description of Dartmoor's physical structure (correction: the Rivers Avon, Erme and Yealm do not rise in the northern boggy area, but south of the way from Moretonhampstead to Tavistock), and references to history from as early as the twelfth century. A picture of the moor is built up as seen through the eyes of such early writers as Risdon, Westcote, Browne, Gilpin, Marshall, Vancouver, Carrington, Rowe, Crossing and numerous others.

In the second half of the book the author moves on to topographical works such as those of Mrs Bray and Rachel Evans, and into the realm of fiction. We become aware of the often patronising views with which life on Dartmoor was regarded by those who came in from different backgrounds, and the gulf between them. An outline of historical developments is interspersed: such as the establishment of the Prison, and military manoeuvres, and concerns for preservation. The bulk of the latter part relies almost entirely on fiction. *The Hound of the Baskervilles* occupies a whole chapter (incidentally Conan Doyle's colleague was Fletcher, not Fraser Robinson). Another long chapter is on Eden Phillpotts, and about eight pages are on Beatrice Chase.

As a study of early and fictional writings about Dartmoor (which, after all, was the author's stated objective) this book may be said to have succeeded. But while fictional descriptions may convey pictures of its people (referred to throughout the book as 'Dartmoorians') one cannot be certain how much is exaggeration or literary licence introduced for entertainment value. William Crossing's *Dartmoor Worker* - not mentioned in the Bibliography - would have offered truer descriptions. Historians expecting a precise account of how Dartmoor and its mysteries are progressively being 'discovered' will be disappointed. The book's chronology ends at 1951 so that the discoveries made by archaeologists and researchers in the recent half century are not included.

A rather wild statement at the end of the penultimate chapter: '...the notion

that the moor should be placed in public ownership.... was resurrected' preceded the unqualified note that Dartmoor was declared a National Park in 1951. The final chapter, 'A National Park', comprises just 1½ pages of text. It opens, apparently thankfully: 'Suddenly there was a great clearing up'. Industrial buildings were razed, machinery removed, isolated dwellings made uninhabitable, and the Princetown Railway track torn up. Modern-day letterboxing - 'a popular leisure activity' - and the Ten Tors challenge are described, but there is no mention of farmers and others who seek their livings on the 'discovered' moor.

Helen Harris

Maurice Southwell, Christopher Long, Elizabeth Gardner and Sally Stocker (2006) *Exmouth Postcards*, Stroud: Tempus Publishing; 127 pages, profusely illustrated, softback, ISBN 0752438247, £12.99.

This well-produced and attractive volume contains a wide selection of postcards and photographs, covering the town of Exmouth over about one hundred years. The chapters divide the town into areas, some of which are well-represented, such as the Exeter Road and Shelley Road and the early days of Sandy Bay Holiday Camp. Indeed, many visitors as well as residents will find this book a most interesting record of the vanished past. Regrettably, there are no images of old Chapel Street, the heart of the old town until it was badly bombed in 1943 and the remainder demolished after the war.

A splendid number of people have been identified in these photographs and the captions are good. The authors are to be congratulated again for this second collection, although the provision of an index would have made it more helpful to family and local historians.

Elizabeth Maycock

Books received for information

Below are publications either sent to the Society for information, rather than for review, or that include some local historical content on Devon that may be of interest and value to members, but insufficient in extent for a full review in this journal.

David Morrish (2007) *Heavitree Parish boundary stones: a guided walk*, Exeter: Heavitree Local History Society; 7 pages, illustrations, stapled leaflet, ISBN 0954364910, £1.50 (copies available from The Devon and Exeter Institution, Cathedral Close, and the Tourist Information Centre, Civic Centre, Exeter.

Sam Turner (2006) *Making a Christian landscape: the countryside in early medieval Cornwall, Devon and Wessex*, Exeter: University of Exeter Press; 218 pages, b/w illustrations, softback, ISBN 0859897850.

Harold Fox

It is with regret that that Society must record the recent death of Professor Harold Fox, member and a past President. An obituary will follow in the next journal.

Correspondence from members and other information

The Hon. Editor is pleased to receive notices concerning museums, local societies and organisations, information about particular research projects, as well as notes, queries and correspondence from Society members. Such items can be reproduced in *The Devon Historian*, space permitting.

Notes

Kate Tobin of East Devon District Council notes: in relation to Robin Stanes article on 'The Payhembury Yew' (*The Devon Historian*, 74, pp. 25-7), I have recently come across another mention of the tree in *Travels in Victorian Devon: the illustrated journals of Peter Orlando Hutchinson* (edited by Jeremy Butler). On Wednesday 24th August 1859 he visits Payhembury and writes:

In the churchyard at the north east part there is a remarkable yew tree of great size. I thought it was four yew trees growing close together with just space to walk between the trunks, but the sexton's wife who accompanied us said that it was one tree which many years ago had been struck by lightning and split into four portions down to the ground.

Although this may be a handed down folk memory, we know that yews do resprout from their rootstock when they are very ancient and there is no clue to be gleaned from its appearance now to lend strength to the tale of a lightning strike.

It is the largest (in girth at the base of the trunk) yew recorded in Devon and the fourth largest yew in England and therefore thought to be one of the very oldest. As Mr Stanes states, there is no way to prove the age of a very ancient yew except through extrapolation of ring measurements from felled trees, before their heartwood has rotted away (usually around 600 years old). Using this method, the tree can be estimated – very roughly – at up to 2000 years old. The oldest yew in the UK is in Fortingall, Scotland and is often quoted to be around 4000 years old – again through extrapolation.

The tree has not been proven to be all from the same rootstock but it is assumed to be so because of its growth pattern. In relation to the fact that its trunks show both male and female characteristics, this is unusual but not unheard of amongst yews. There is a tree in Uppington in Shropshire which has a single male branch on a female tree; strangely enough, it is this branch that sometimes catches on brides' veils as they pass under it on their wedding day! There is a great deal still to be discovered about the mysterious yew and more information can be found at <http://www.ancient-yew.org>.

The other Yew trees which have been chosen as 'Great trees of East Devon' are in Farway, Plymtree and Uplyme and are all thought to be over 1000 years old, pre-dating the churches by which they stand. For further information see: http://www.eastdevon.gov.uk/index/visiting/countryside_index/great_trees_of_east_devon.htm.

Andrew Jackson, the Hon. Editor, reports that his research on the evolution of the Devon History Society has been included in a seminar paper for the Regional History Centre, University of the West Of England, and a paper at the conference of the Social History Society. It has also appeared in an article published in the *International Journal of Regional and Local Studies* (2006; 2, 1, pp. 5-19): 'Process and synthesis in the rethinking of local history: perspectives contained in essays for a county history society, 1970-2005'.

Queries

Katherine Dunhill of the Westcountry Studies Library in Exeter writes: if you can identify the place or the event featured in these pictures below, please contact the Westcountry Studies Library on 01392 384216, or email westcountry.library@devon.gov.uk. You can see more pictures from the Westcountry Studies Library's holdings on their website at: <http://www.devon.gov.uk/localstudies>. The images on the cover of the journal are slightly cropped and magnified versions of the below.





Margaret De Piano writes also: Devon, Pennsylvania was established in 1882 as a summer resort town in the suburban Philadelphia countryside for the wealthy, by the developers, Lemuel Coffin and Joseph B. Altemus. The resort included a large 'English' inspired Inn patterned after its 'sister' inn in Devon, England. The Inn was surrounded by 'English' inspired road names such as Exeter, Berkley, Chester, Waterloo, Devon, South Devon, Strafford to name a few. I have included a view below of the 'new' second 'Devon Inn' in the USA (constructed of brick), from Berkley Road of the front. The photograph is *circa* 1884-1886. The following is a brief description of the construction and timeline of the structure:

The construction of the original wood structure began in 1881 and opened in 1882. The wood structure burnt down in the summer season of 1883 and construction immediately began on the second inn, with the re-opening in the summer season of 1884. The Inn continued operation until 1913. It has been noted that the 'original' wood structure was in the English Queen Anne style, with a red tile roof. The elaborately decorated parlors, complete with silk upholstered chairs, were set aside for the use of the lady guests. The gents parlors were considered smoking rooms and was decorated in the sportsman theme. All furniture for the inn was in the 'Eastlake' design. The second inn, constructed of brick, was considered in the same style of the original inn, but larger. The ceiling of the new ballroom was malachite.

The structure was vacant for a few years until it was occupied by the The Devon Manor, a school for girls in 1919. The school entered into

bankruptcy in 1924 and the structure was once again vacant. It reopened in 1926 as the Devon Park Hotel and was in operation for about two years. In 1928, The Valley Forge Military Academy occupied the structure for a few months and then the building burned once again in January, 1929, and, was never rebuilt. The Devon Inn was located a few miles from Valley Forge National Park.

Further information would be gratefully received at margydepiano@earthlink.net.



Old Plymouth Society

The following speakers are scheduled to give talks to the Old Plymouth Society in Autumn and Winter 2007:

- 21 Sep 2007 Peter Hall, 'Plymouth Argyle from 1886 'till today'.
- 19 Oct 2007 Hon. George Lopes, 'Maristow House and its surrounding area'.
- 16 Nov 2007 John Boulden, 'History of Plympton'.
- 07 Dec 2007 Piers Le Cheminet, 'Day to day running of Devon Air Ambulance'

Meetings are normally held in the Spurgeon Hall, Mutley Baptist Church, Plymouth, at 7.00 for 7.30pm start. For information on events please contact Mrs Gloria Dixon (01752 227992).

The Lustleigh Society

Speakers scheduled to give talks to The Lustleigh Society in Autumn 2007 include:

- 26 Sep 2007 Dr Tm Dudgeon, 'History of Moretonhampstead Hospital'.
- 24 Oct 2007 Tony Porter, Burgh Island and the restoration of its art deco hotel'.

28 Nov 2007 AGM and reflections on Christmas.

Unless otherwise stated meetings are normally held in the village hall at 8.00pm; refreshments from 7.30 pm. The Society's Programme Secretary is Mary Tyrie, Higher Elsford Farm, Bovey Tracey, TQ13 9NZ; 01647 277481; tyrie@eclipse.co.uk).

Society reports and notices

Membership and subscriptions

The Society is pleased to attract the membership of local history groups that are not yet affiliated members. The first year of membership for an affiliated society is £5.00. Existing affiliated societies are reminded to contact the Hon. Treasurer, whenever there is a change of contact and correspondence address: Dr Sadru Bhanji, 13 Elm Grove Road, Topsham, Devon, EX3 0EQ.

Programme organisation

The Committee of the Society is seeking a new Programme Secretary, or help from a couple of individuals who may like to share the work associated with this position. The main responsibilities of the Programme Secretary are the organisation of the Annual Conference and AGM, and the Spring and Summer meetings of the Society. The Committee would also welcome the help of any affiliated societies that are able to host and organise one of the Society's Spring or Summer meetings.

Those interested in contributing to programme organisation are asked to approach the Hon. Secretary (01404 42002, or su3681@eclipse.co.uk).

Devon History Society website

The Society's website can be found at <http://www.devonhistorysociety.org.uk>. The website gives information on the following: the contents of the current and recent issues of *The Devon Historian*; programmes of forthcoming events; links to useful websites; and a message board for comments, queries and answers.

The Devon Historian

Correspondence for the Hon. Editor and contributions for publication in the Society's journal should be sent to Dr Andrew Jackson, Hon. Editor, *The Devon Historian*, Bishop Grosseteste University College Lincoln, Lincoln, LN1 3DY; Andrew.jackson@bishopp.ac.uk.

Books for review should be sent to Dr Sadru Bhanji, 13 Elm Grove Road, Topsham, Devon EX3 0EQ, who will invite the services of a reviewer. It is not the policy of the Society to receive unsolicited reviews.

The contents of articles and reviews reflect the views of their authors and not those of the Hon. Editor and the Society.

Notes for contributors

The Hon. Editor welcomes articles to be considered for publication in *The Devon Historian*. Normally, the length should be between 2,000 and 4,000 words (plus endnotes, references and bibliography), although much shorter pieces of suitable substance may also be acceptable. Pieces of more than 4,000 words can be reproduced in separate articles, or in exceptional circumstances printed in full.

It is preferred that articles are word-processed using double line spacing and page margins of 3cm, and submitted by email attachment in Word format. However, the editor will accept versions by post on disk, CDROM, as typed hardcopy, or in clear handwriting. Authors should ensure that the journal's style is adhered to on such matters as the restrained use of capital letters, initial single inverted commas, and the writing of the dates thus: 1 July 2005. Article layout conventions also need to be followed. Endnote numbers through the article and a corresponding list of notes and references at the end should give details of primary sources used, and indicate where books and other articles have been quoted, paraphrased or derived from. Bibliographies are required to list all books and journal articles that have been quoted, paraphrased, cited, or in some way have informed the content of the article. The format of references and bibliographies in this volume of the journal can be followed. Illustrative material can be submitted electronically in most formats, or as a good quality print or photocopy. Where relevant it is the responsibility of authors to ensure that copyright holders have granted formal permission for the reproduction of images. For further information on conventions see www.devonhistorysociety.org.uk.

The final format of articles is at the discretion of the Editor.

Back issues

Current and back issues of *The Devon Historian* are available from Mr David Thomas, 112 Topsham Road, Exeter, EX2 4RW. Members may purchase available back issues at £3 each including postage and, when ordering, should state the issue number(s) or publication date(s) of the journal(s) required. Mr Thomas is always glad to receive copies of earlier numbers of *The Devon Historian* in good condition.