



**DEVON HISTORY NEWS**

# **LOCK- DOWN TIMES**

**SPECIAL EDITION**



# Editorial

In the certain knowledge that many of you will be, like me, holed up at home in an attempt to stop the spread of our 21st century plague, members of the Council have begun to worry that the serial cancellation of all the events that we planned for those of a local historical turn of mind will signal the end of something important (see also 'From the Chairman' next page). There is plenty of press speculation that 'we will never be the same again after this' and that these are 'unprecedented

times' (as if 'times' were usually preceded); so members might feel bereft of the DHS's warm embrace of your interest in local historical affairs. As an immediate palliative, a special edition of the DHS News is here lodged in your inbox. You did not subscribe to or ask for it, but we hope it is of some value, at least to dispel the illusion that we have forgotten you all as we retreat into monastic solitude. I must finish by warning you that the News comes to you untested for viral infections, but as risks go, reading this is on the low side, and might even do you some good. I hope so.

**Chris Wakefield**

5/April/2020

To Contact members of Council please use the contact form on the website <https://www.devonhistorysociety.org.uk/contact/>



---

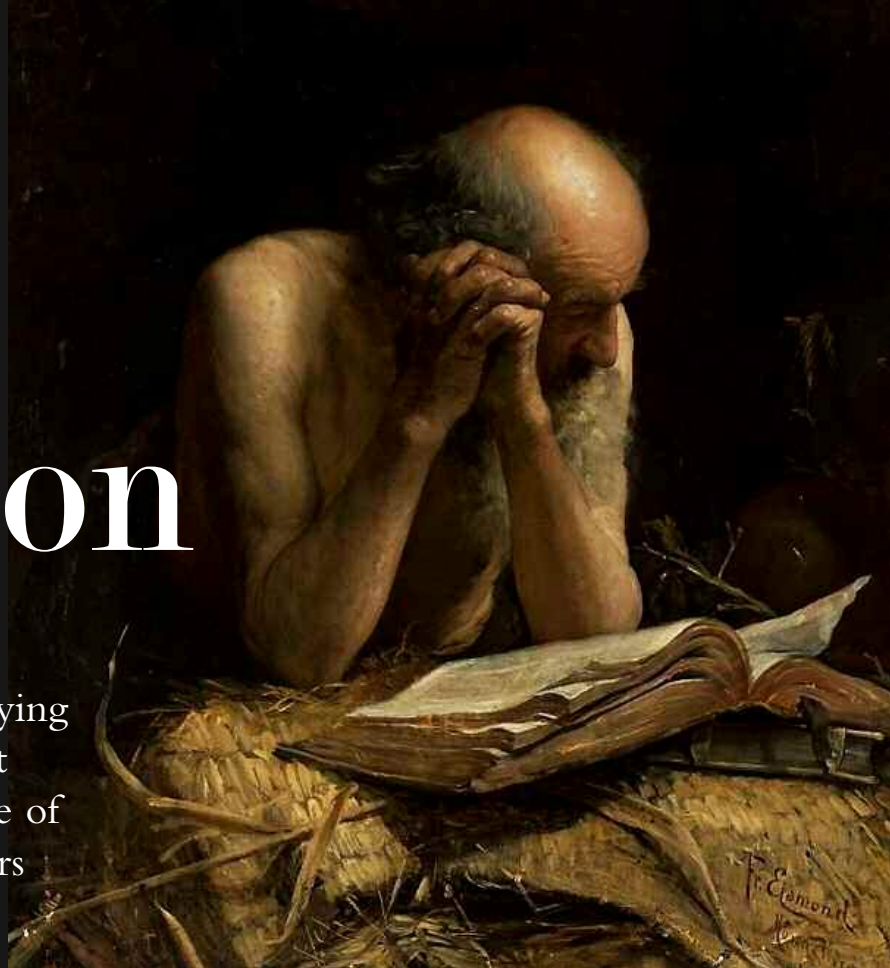
## Bite-size history

Every weekday just after 1.15pm on Radio Devon Dr Todd Gray will be presenting ten minute features on little-known aspects of Devon history. These are intended to offer a temporary diversion from the current crisis and lessen our sense of isolation.

**BBC**  
**RADIO DEVON**

# Social Isolation

Our reactions will vary enormously and it is worth saying at the outset that there are not 'good' or 'bad' responses. Some of us will 'cope' better than others but that carries no stigma.



We don't have a TV – one of those admissions which always brings a chorus of 'we hardly watch at all these days' – which means, I think, that you have some kind of mental adjustment to 'filling time'. You are used to other ways of seeking entertainment or stimulus. From a Christian perspective, this leads inevitably towards prayer. But not prayer as asking. Rather, it has to do with seeking to align yourself with the will of God.

This, I think, is rooted in the contemplative 'mind' of the Church, evident not just from its earliest days, but long before – found in the Old Testament experience of God, especially in the book of Job. Here, the protagonist has to undo his conception of God and find a completely new one. No bad exercise at this time of stress and distress.

My wife joins me in sending our good wishes to all DHS members.

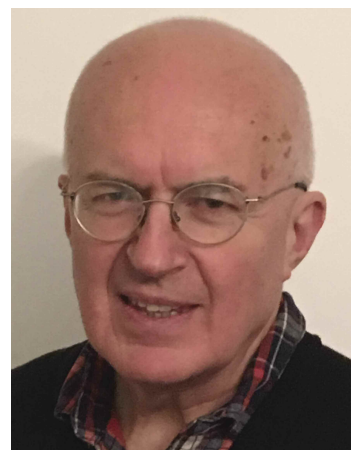
Surely the pursuit of history is, in the end, the pursuit of the humane, that knowledge which allows us to see and know something of ourselves.

*Andrew Jones*

*Illustration: The Anchorite, Franz Ejsmond (1881) Courtesy Wiki CC*

# From the Chairman

The Council of the Society just managed to sneak in our quarterly meeting before the prevailing shut-down began. At this meeting, the Council agreed (at my behest) to begin (when we can) a root-and-branch look at how the Council and the Society work. Leaving the virus to one side, these are challenging times for History Societies. We face finding a new secretary, a new chairman/woman, a new treasurer, and a new president, all within the next eighteen months. I am aware that one or two 'high profile' societies, older than ours, have closed recently because no one has come forward to take on such roles. I am aware too that the Society has become rather stuck in a 'time-warp' and that we badly need to look afresh at what we do and how we deliver this to our membership. I am also aware that our relationship with members, whether individual or local society, is often tenuous. I hope we can change this. If you feel you have something you'd like to contribute to this process of review, do please get in touch with me, either or by e-mail ([acjtherectory@btinternet.com](mailto:acjtherectory@btinternet.com)) or by post to 13 Kingdon Avenue, South Molton, EX36 4GJ. I am anxious that we hear reactions from our members to the way in which the Society operates – what would make us more interesting? better-equipped for the age into which we are all entering? more relevant to your needs as people engaged in or interested in the history of our county and its communities?



*Andrew Jones*

**Chairman**

---

## From Ian Maxted

Hello everyone,

Herewith a special [lock-down newsletter](#), appropriately issue 13:

**Stay safe**

**Ian Maxted**

Blogs: [Book history](#) / [Devon bibliography](#) / [Manhole miscellany](#) / [Maya miscellany](#) /

Recent publications:

*Dictionnaire des imprimeurs, libraires et gens du livre en Basse-Normandie 1701-1789*,

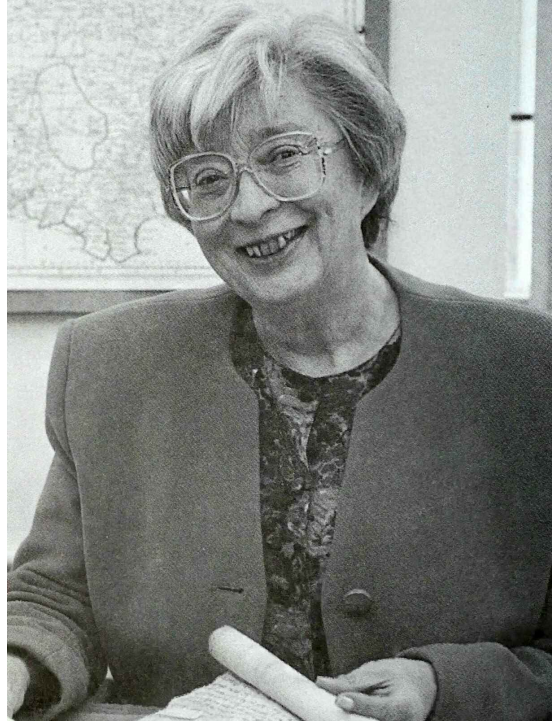
Geneva, Droz, 2020.

*Reimagining local studies in Devon: Reclaiming the local community, published heritage in an age of austerity*,

Global Knowledge, Memory and Communication, 2019

# Margery Rowe

3 April 2020,  
Exeter Crematorium



Margery defined herself as an archivist. She came to Exeter in 1956 and spent the next forty years happily working first in the Exeter City Record Office and then eventually in what became the Devon Record Office. Her time as Devon County Archivist is remembered with considerable fondness and gratitude not just by her fellow archivists but by historians across England and by others in many other countries across the globe. And always with a sense of humour, cheerfulness and a decided lack of pretension. It was not surprising that when she retired her colleagues presented her with a festschrift.

Margery was an archivist's archivist. She took tremendous joy in manuscripts and willingly regularly worked on weekends and in her evenings. She had what she called 'an archivist's nose', the ability to find documents. Margery knew her collections and until this past year could remember individual documents by their long reference numbers – one could test her by asking the citation for an obscure manuscript and she never failed. She adored her records.

One of Margery's archival legacies stems from her devotion to having satellite archive offices at Plymouth and Barnstaple. She also established service points in libraries across the county. Margery felt Devon was too large to expect researchers to travel to Exeter from all its corners and her priority was service to the public. She established the North Devon archive in 1988 and it was because she had the foresight to arrange a long lease for the Athenaeum that it became impossible years later for Devon County Council to dislodge that institution from the Barnstaple building during the recent austerity cuts. Her actions ensured the survival of the North Devon Record Office.



During her working years Margery acted as editor of Devon & Cornwall Notes & Queries (twenty-four years) and edited three volumes for the Devon & Cornwall Record Society. She was active in a great range of other societies as well – the Devon History Society, the Centre for Maritime Historical Studies, Devon Gardens Trust and the Association of County Archivists amongst others.

Upon her retirement she worked on two very different series of books. First, she was general editor for the four volumes of the editions of Reverend Swete's journals and then embarked upon a number of books on Devon maps. In this she worked with Mary Ravenhill and they went by the name of MR2. Their catalogue of Devon's manuscripts maps is a masterpiece. Margery had a great sense of public duty.

Her home life was important to her and she took particular joy in a series of cats: Susie and Oliver come to mind but there were others, all of whom gave Margery great joy. A keen tennis-player when she was young, Margery went to ground during Wimbledon fortnight and seldom answered her telephone.

Margery was proud of her Manchester roots and was devoted to her family. It was a great joy to her when her brother Geoff and sister in law Claude travelled from France when her colleagues organised a celebration of her life's work in 2018. Margery spoke without notes for more than an hour and presented an unforgettable insight into the running of Devon's archives after the war. It was inspirational. A particular joy for her that day was having in attendance Jan Wood, a current staff member of the record office; this made Margery feel she was not forgotten.

The last year had been difficult for Margery. A stroke in July 2018 had gone undiagnosed and her health afterwards had sharp ups and downs but over the last 6 weeks there was a sharp decline. This was all the harder to bear for her because some ten years ago an unrecognised tumour left her with mobility problems from which she never fully recovered. Margery's recent life turned inward. We spoke nearly every day for these last 10+ years – and others had their time slots (Joan on Sunday mornings, Geoff on Sunday afternoons, Minda on Saturday afternoons) which kept Margery in touch with the world; a small circle of her friends were faithful to the end. Those who knew Margery recognised her kindness and strength but also a personal integrity. When she arrived in Exeter sixty-four years ago Professor Joyce Youings gave her one piece of advice – make yourself useful. Margery was certainly that and some researchers for many years to come will unknowingly be in her debt. But beyond the public persona was an individual that her friends cherished and will sorely miss.

**TG**



# We've been here before

## Todd Gray takes a longer view on pandemics

Our current situation is not unusual, but, because we are the first generation in England which has no memory of suffering a pandemic, it is natural to think that somehow what we are going through is unique. In fact, it is only exceptional to us. Every previous generation, for many centuries, has endured waves of various infectious diseases and the last pandemic, when Spanish Flu overwhelmed society at the end of the Great War, has similarities with today which may be particularly useful to remember.

Hopefully it is reassuring to know that events today are not unique: it has been commonplace for epidemics to not only interrupt the course of everyday life but also result in mass illness and sometimes the sudden loss of many lives. Previous generations lived with this lottery of death whereas we have come to expect modern medicine to overcome new outbreaks of infectious diseases. Anthrax, cholera, diphtheria (or croup), dysentery, influenza, leprosy, malaria, measles, plague, scarlet fever, smallpox, syphilis, tuberculosis, typhoid fever and typhus are some of the infectious diseases which have played a part in English

life. Gradually the medical world finds treatment and hopefully cures and vaccines.

In 1918 the arrival in Devon of a contagious disease, that of a new form of influenza, caused the closure of some schools and shops in Exeter and across the county. This was initially precipitated by a lack of healthy adults able to work but eventually it was commonplace for schools to close across the county. As the days passed public transport services were curtailed, cinemas were closed to children and soldiers, visitors were barred to military barracks and hospital wards, and public events were cancelled.

One key characteristic of the appearance of any new virus or bacteria is that national or local authorities are baffled in knowing how to act: until a disease's nature is understood officials can only guess at what actions they need to take to prevent or cure disease. Each disease needs to be understood as to how it is transmitted; does it enter a body's system through personal contact or via agents such as fleas or lice? Those most at risk also differ. In 1918 it was not initially understood that younger adults, and particularly expectant mothers, were more susceptible to the new form of influenza. Death was often rapid: an individual apparently in good health in the morning could fall ill and die by the evening. It was also not known that the virus would return. There were waves in 1918 and 1919: flu appeared and went away only to unexpectedly come back. The outbreak seemed over but then returned once more. Hundreds of Exonians died in the middle wave but the overall number was substantially increased by the deaths of those local men who were still serving overseas or were convalescing elsewhere in military hospitals. Plymouth had three times the number of deaths which occurred in Exeter.

In 1918 Exonians recalled the earlier outbreak of influenza in 1889-92 as well as the many others throughout the early 1800s. Today some Exonians will recall when flu appeared in 1957-8 (Asian Flu), 1968-9 (Hong Kong Flu) or 1977-8 (Russian Flu). In 1918 some Exonians referred to the events of 1832 when cholera took over the city. Again, it showed that authorities were unprepared because they were ignorant of the nature of cholera. Councillors spent great sums in providing flannel belts which they wrongly believed were a preventative. Local people also took up drinking brandy: this was thought to be a cure if not another way to pre-empt catching the infection. It was crucial to avoid contaminated water so in one respect the drinking of alcohol would have been advisable. Critics complained that the city was given over to licentiousness but many locals were desperate to stay healthy through any possible means.

In 1832 the streets of central Exeter were abandoned for weeks as all commerce stopped. It was said that the only noise one heard was that of the ringing of funeral bells. Containment and isolation have been standard practices for more



than five hundred years because severe outbreaks of disease were commonplace. In the late 1500s plague struck somewhere in Devon every few years while in the 1620s disease became so widespread in one year that Exeter's mayor fled the city and left it without effective government. The disease caused the economy to collapse and working people threatened to riot unless they were given financial assistance. Fortunately for Exeter, a councillor stepped in and ran the council.

As with other infections, quarantines were commonly used to stop the spread of disease. Barnstaple stopped strangers from entering the town and across Devon pest houses were routinely set up to separate those who were ill from people who remained healthy. At this time it was standard for some ten per cent of a village or town's population to die in an outbreak.

A considerable number of diseases passed through Devon during the Civil War in the 1640s including the Sweating Sickness at Tiverton. Nearly 450 died in that town in 1644. The highest proportion of Devon deaths from one outbreak of disease has long been thought to have occurred from 1347 to 1351 when the Black Death probably removed as much as half the population.

Research has been crucial in society being able to learn how to overcome infectious disease: twenty years after cholera struck Exeter in 1832 it was proved that unclean water was the carrier of infection. By then Exeter had overhauled its sanitation and water supplies. The next national cholera outbreak was inconsequential in the city. Syphilis was another disease which spread through Europe in the sixteenth century but it took centuries for an effective treatment to be found.

Uncertainty about the reasons for infection caused Devonians in the 1500s and 1600s to constantly question whether it was divine intervention that caused plague to hit one village but spare all those others near it. Many Devonians today will remember this was the way in which some people talked about HIV in the 1980s. Fear, panic and despair were also the natural consequences of other epidemics in which sudden death became commonplace. In the early 1600s an Okehampton man was discovered in Crediton having succumbed to plague: he was surreptitiously removed from Crediton in the dead of night, placed on a horse and returned to Okehampton where he was cast into the gutter. In 1918 one young Devon woman threw herself out of an upstairs window after contracting flu. That year local people were shocked by reports of 'alarming proportions' of the populations of towns being ill. Hundreds of years earlier, during an outbreak of plague, it was rumoured across Devon that a 'vision' of a funeral cortege had been seen one night passing through Newton Ferrers near Plymouth. Local people followed it to the church where the mourners and corpse disappeared but left behind a newly dug grave. The ghostly mourners then assembled at the ferry where the ferryman fell ill and died. The human response to each outbreak of

disease has been, naturally, to fall back upon what they had learned from other epidemics: minimize contact with people to avoid becoming ill.

One consequence of the cholera epidemic of 1832 was that society was unprepared for the disposal of the large number of bodies. Riots broke out in St David's in Exeter when a corpse was brought for burial in the public park now known as Bury Meadow. On occasions local people felt that corpses were not given the dignity that they deserved: coffins were being carried under-hand instead of on the shoulders of the bearers. In one instance a riot took place when it was believed infected people had been placed in coffins before their deaths. Likewise, unease was felt when the corpse of a 'very large bulky woman' was forced into her too-small coffin, but perhaps the most troubling incident was reported by an undertaker: he witnessed a body having muscle spasms after death and it was problematic to place the corpse into its coffin

The main difference today is that we have learned about the nature of each disease. Unfortunately, the speed of travel makes it more difficult to deal with any outbreak. Each day many thousands of people arrive in Devon having travelled considerable distances to get here. Many have come from the other side of the world. Devonians had watched cholera take five years to travel from India to England. It finally arrived in Sunderland in 1831, moved south towards London and months later it arrived in Exeter via a woman who caught it in Plymouth. Historically, Exeter was less at risk of infectious disease than Plymouth where naval ships were often the carriers of infection. However, in 1586 Portuguese prisoners at the county courthouse at Rougemont Castle in Exeter transmitted disease to their judges: they caught 'gaol fever', what we know as typhus, and it then spread throughout Exeter. The prisoners had been kept in filthy conditions (the 'filthy stink... of the stinking dungeon') and the typhus bacteria spread through the bites of the men's lice and fleas. Today we have a much more immediate possibility of catching disease: a person infected in any part of the world can bring it with them to any part of Devon the following day.

Society in 2020 will learn what previous generations understood: preventing the spread of infections requires a practical approach in avoiding the risk of contamination. Perhaps the most obvious lesson each generation has learned is in taking responsibility for one's own health and in remembering our own well-being depends upon collective action. As one local man said in 1918 'it was the duty of everyone in the initial stages of the disease to go to bed and isolate themselves'. This remains true a century later. What is also true is that after each outbreak society emerges better-informed and more capable of confronting the next threat

*Todd Gray*

# From John Torrance



As I'm sure you know, it's annoying when a scrap of confirmatory evidence turns up after a discovery has been published! I am wondering if some future issue of The DHS Newsletter might have room for a little note that relates to the place-name programme, but is also a footnote to my article in the latest Devon Historian, 'A hydraulic landscape in Branscombe'. It would be like this:

Documentary and other evidence showing that there was once a fulling mill at Branscombe, adjacent to the still extant grist mill, was presented in my article 'A Hydraulic Landscape in Branscombe' in The Devon Historian (2019) vol. 89, pp. 35-48. At the time of writing, I was disappointed to find no field names at Mill Farm that alluded to tentering, the drying of milled cloth on racks, inseparable from fulling, which was carried on there, probably, until the middle of the eighteenth century. Now my attention has been drawn to a source I missed.

A good source for older field names are manorial rolls, and copyhold titles taken from them. The surviving manor court rolls of Branscombe are incomplete, and individual 'copies' survive very rarely. However, a cottage called Bartlett's Cob, facing the mill across the valley, contains a copyhold title dated 22 March 1805. Here the cottage, granted to Joel Bartlett, carpenter, is described as 'lying on the west side of a field called Rackpark parcel of Mill estate'. John Field's English Field Names lists numerous similar names: Rack Close, Rack Piece, Rack Field, etc. with the explanation 'probably land containing frames used in finishing cloth' and a cross-reference to Tenter Close, which offers many more examples. 'Park' was a fairly common name for a field in Branscombe.

Part of the field appears next to the road, going off the right-hand edge of the map sections that illustrate the article. One of these comes from an estate map of 1793, whose schedule left the field nameless; the other from the tithe map of 1840, by which time the field had been divided into two, called 'Meadow' and 'House Meadow'. This is typical of the hazards of studying field names. But it is noteworthy that this was the only field belonging to Mill Farm on the northern, sunny side of the valley, hence suitable for drying cloth. And it is further confirmation of the existence of a functioning fulling mill at Branscombe.



# Devon in the 1920s

News from the 'Devon in the 1920s' research project

## Launch deferred – but not discarded

It was of course with a sense of sadness and frustration that DHS had to take the decision to cancel the first two events planned for the 'Devon in the 1920s' research collaboration: the launch on 30 March and the Plymouth History Festival event in May. We had a great range of speakers lined up for the launch, and were fully booked....



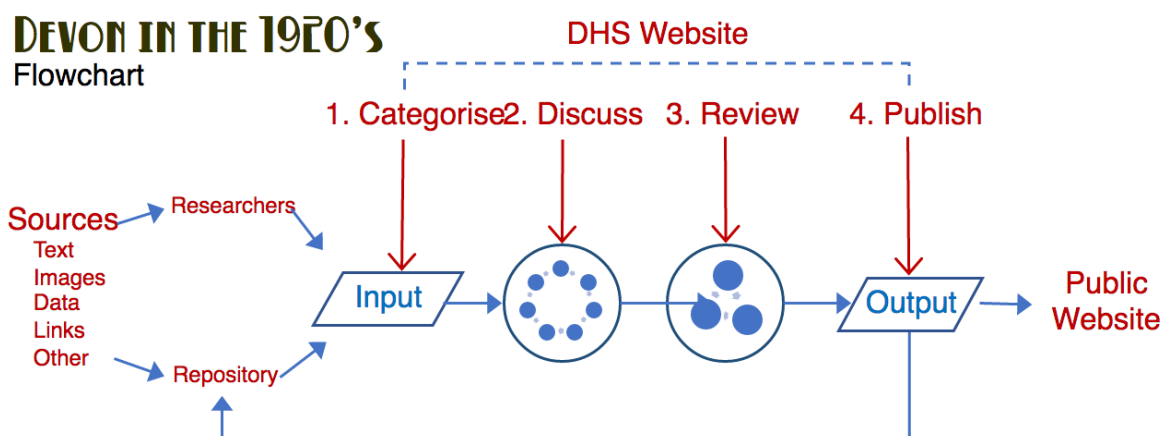
*Photo: The Seale-Haynians Archive*

We very much hope that we will be able to reschedule the launch later on in the year, and our guest speaker, Dr Stefan Goebel, has promised that if at all possible he will come down to Exeter and give his talk when we reconvene. The introductory panels created for the event now appear in this newsletter (see pages 14-17) and I hope they may stimulate members' interest and get you all thinking about areas you'd be interested in researching.

The timing of the lockdown was particularly unfortunate as DHS had just been awarded a National Lottery Heritage Fund grant. The purpose of the grant was to enable us to reach out further into different areas of Devon to collect more of the family histories which we see as being the bedrock of the project. This is not something that can be actioned at the moment, at least not in the way we had planned, and may need to be rescheduled for next year. However, members, especially those who are under lockdown, might still be able to help us. If you had family in Devon in the 1920s, why not take a moment to recall any information about them and the stories they told you, or hunt out a few photographs, and write up their story to send us?

The society is also going to set up a project website to enable us to share research resources and keep in touch with the volunteers who have already offered to get involved. The diagram below shows schematically how this will work.

If you are interested in doing some 1920s-related research – maybe based around a specific community, or on a particular theme – but haven't yet contacted me, please do so in order that



we can make sure you are invited to join. (Our major themes are: Legacy of the First World War; Growing Up; Rural Society; Progress and Technology and Holidays and Leisure, but we are not restricted to those headings.)

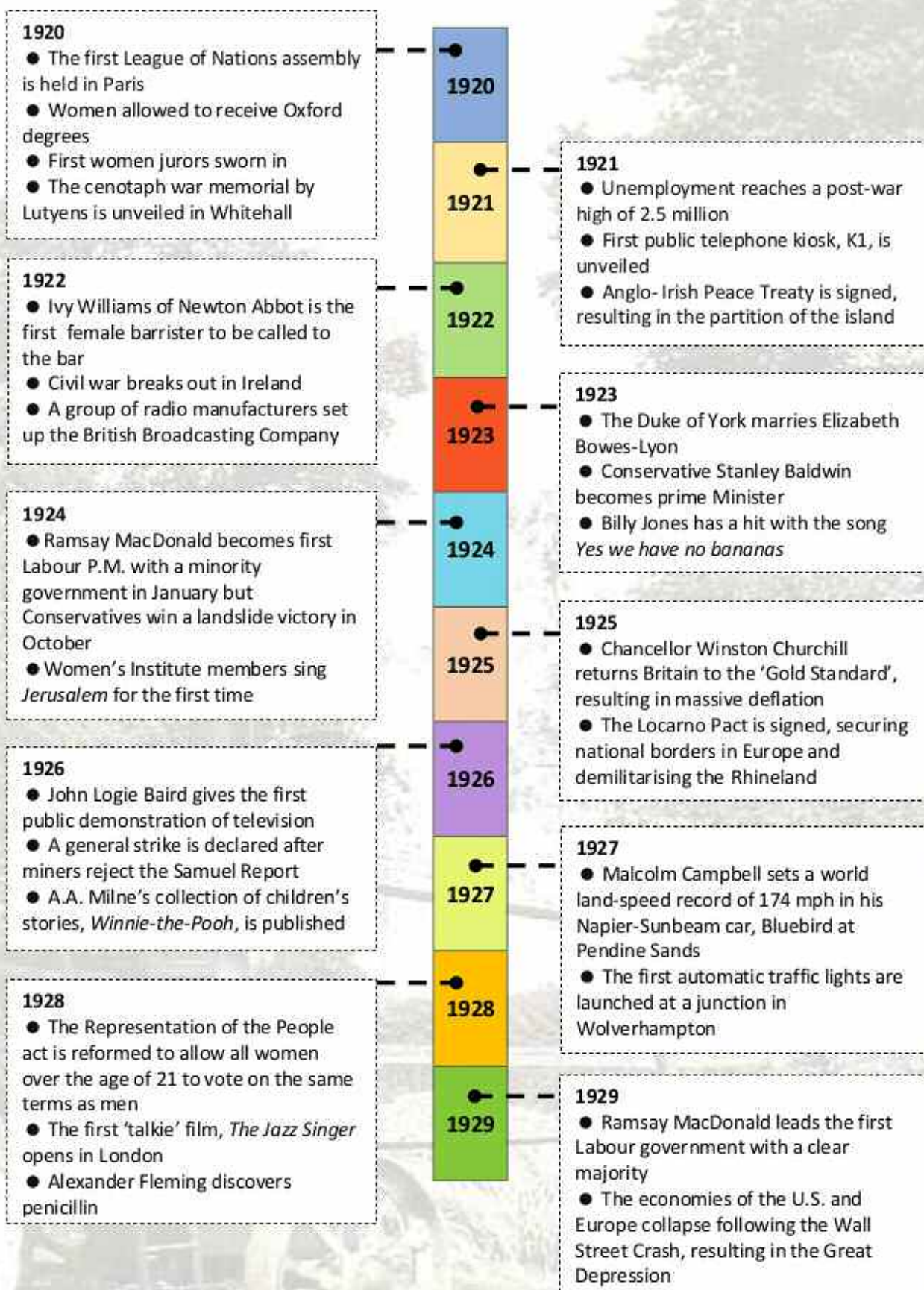
Our 'Iconic Images' project is still open to local societies and heritage sites. Many of you already have archives on line, so do take a moment to browse through them and see if you can find something that captures the essence of Devon life in the 1920s. There's a small prize for the top three images selected, so do send in your entries by the end of April. Some of the ones we've received will be hard to beat – but perhaps yours might just be the one?

Finally, we know we're barred from physical access to archives for some time yet. This could be the moment to splash out on a subscription to keep yourself busy. For any local historian from the eighteenth century onwards, local newspapers are a treasure trove, so have a look at the British Newspaper Archive, <https://www.britishnewspaperarchive.co.uk/>. A month's subscription is £12.95 for unlimited access and subscriptions over longer periods are cheaper pro rata. Try the newspapers from the 1920s and you may find yourself lured into areas of research you'd never thought of.

If you have stories or photographs from the 1920s to share, or are interested in undertaking some research, or indeed are aware of relevant research already undertaken, then please get in touch with me at [j.f.neville@btinternet.com](mailto:j.f.neville@btinternet.com) to let me know.

*Julia Neville, Devon in the 1920s Project Manager*







# RURAL LIFE AND FARMING



At the end of the war the government had promised that farming would no longer be neglected. A minimum price for wheat and oats was guaranteed and rents were fixed. Many owners decided to sell up, and many tenant farmers bought their land.

But this prosperity did not last. In 1921 the Government removed the guarantee of the minimum prices and minimum wages for land workers. Devon suffered less than some other counties because of its tradition of mixed farming, rearing livestock as well as growing crops.



'Rural slums equipped with every ancient inconvenience' Lord Clinton 1925

The government had also promised to strengthen rural communities, and local authorities began their efforts to build new council housing and improve the insanitary condition of many of the picturesque cottages in the Devon landscape.

The 1920s saw the setting up of new community groups such as Women's Institutes or the British Legion side by side with more traditional sporting clubs and church activities. A wave of new village halls were built providing a space for these groups to meet.





# THE SPREAD OF THE NEW TECHNOLOGIES



Motor bikes, cars, motor buses and lorries became part of everyday life during the 1920s. Buses replaced the old carriers with their horses and carts. Roadside garages became a familiar sight, often run by the village blacksmiths side by side with their traditional work.

The 1920s saw the first development of commercial aerodromes in Devon. The first two were at Plymouth (Roborough) in 1925 and Haldon in 1928. Pioneering aviators took to the skies above the county. But once Morris and Ford started to produce cheaper ranges of cars it was motor transport that led the way.



Medical treatments expanded. New wings to hospitals, or new hospitals, such as the one at Okehampton, were built. The treatment of orthopaedics had been revolutionised and the first purpose-built orthopaedic hospital in the county was opened in Exeter in 1927.

Wireless broadcasting was also revolutionised in the 1920s particularly with the introduction of more efficient valve sets. The new British Broadcasting Company led the expansion of a public service into people's homes, bringing them information and entertainment.



#### Image acknowledgements:

Bideford's new motor fire engine, 1927, by kind permission of Tony Morris  
Haldon Aerodrome and Garage images courtesy of Bovey Tracey Heritage Trust  
New orthopaedic hospital image from F. Watson, 1934, *The Life of Sir Robert Jones*  
©Devon History Society If we have inadvertently used other images without permission please let us know and we will remove them.



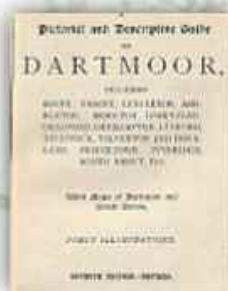
# DEVON, GLORIOUS DEVON

Throughout the 1920s more people took holidays or had leisure time to enjoy. Devon had a long tradition of hospitality, and with other sources of employment declining more Devonians turned to the provision of holidays and leisure activities to earn their livings.



GLORIOUS DEVON

The county's beauty spots were publicised with lavish illustrations in guidebook after guidebook. Bus and train companies produced their own publications and posters, celebrating Devon on railway stations across the country.



Devon's novelists, Eden Philpotts, Beatrice Chase, even national ones like John Galsworthy and Agatha Christie wrote often rapturously about Devon's landscapes, and their readers came down to Devon to experience its delights for themselves.

The coasts and the moors offered healthy exercise such as rambling or swimming. But there was also the opportunity for the more sedentary pleasure-seeker to enjoy a trip by excursion train or motor charabanc to notable beauty spots. These trips were of course always expected to include a stop at a charming pub or for a Devon cream tea.



#### Image acknowledgements:

Family group at Teignmouth 1924 by kind permission of Jane Overthrow.

'Glorious Devon' image from S.P.B. Mais, 1928, *Glorious Devon*, Plymouth, G.W.R.

The car image is a still from the 1926 film *The Open Road*

<https://player.bfi.org.uk/free/film/watch-the-open-road-2006-online>

©Devon History Society If we have inadvertently used other images without permission please let us know and we will remove them.



# News from the Devon Heritage Centre

As an unavoidable result of the worldwide Covid-19 pandemic, the Devon Heritage Centre closed to the public until further notice from Thursday 19 March. Staff from the Heritage Centre are now working from home, and this also applies to staff from all the other institutions that are run by the South West Heritage Trust: the North Devon Record Office, the Somerset Heritage Centre and three museums in Somerset.

Although this extended closure is an unscheduled response to tragic circumstances, it has given staff from the Heritage Centre the opportunity to get on with elements of our work which are normally hard to fit in around our usual public service commitments. While it isn't possible to undertake any direct work with collections of records, some staff will be engaged in entering details of collections of records onto our accessions database. As the Heritage Centre and its predecessor institutions have been collecting records since the 1930s, there is a substantial backlog of such information, and a key benefit of doing this is the fact that once details of collections are on our database they are generally available for the public to locate via our online catalogue, thus enhancing remote access to the service's collections. Staff will be using the period of closure to make helpful inroads into this backlog.

Aside from that, staff will be answering enquiries and undertaking research where possible, but the extent to which they can do this will necessarily be limited by lack of access to the Centre. We will also be posting a lot of online content about what is going on around the Trust, so keep an eye on the 'Projects, News and Blogs' section of the Trust website (<https://swheritage.org.uk/news/>) and also the archive service's Facebook page and Twitter feed.

Obviously everyone's lives are filled with uncertainty at the moment, and it's difficult to make detailed plans for the future, but we look forward to welcoming everyone back to the Heritage Centre as soon as we can.

**Brian Carpenter**  
**Community Learning Officer**  
**Devon Archives and Local Studies Service**

# Better than on-line Patience, Total Battle, or 100 You Tube cat videos?

The next few weeks are a challenge to all of us. We're probably going to have to spend an exhausting amount of time organising everyday tasks. We know we ought to be exercising for the benefits of our health. If Nelson Mandela could keep up an exercise regime in his cell, surely we can do the same in our more spacious living quarters. And Devon History Society wouldn't presume to offer you advice on either of these activities.

What we can do, however, is try to introduce you to some mentally stimulating activity. With this in mind, some DHS members have put together a list of resources available on-line which you might be interested in exploring. If you now go to the DHS website, and the Research tab and click there you will be offered 'Resources General' and 'Resources Mapping'.

<https://www.devonhistorysociety.org.uk/resources-general/>

'Resources Mapping' takes you to a range of old maps and geographical resources. 'Resources General' takes you to a much wider range covering everything from the chance to enjoy British Institute National Film Archives collection, through records from the Old Bailey to the many archives our own affiliated societies have put on-line and on to resources to support your research, like the University of Leicester's special collection of historic directories or the JSTOR open access resource.

Treasure trove from the past is no more than a couple of clicks away!

Thanks to all those who contributed ideas for websites.

*Julia Neville*



# Blue Plaques candidates

**For various reasons, not all the candidates submitted for Blue Plaque treatment were suitable, but nevertheless many were of considerable interest. Chudleigh History Society's candidate was among these.**

Bridgerule as a village was sadly unable to be nominated for a Blue Plaque but you asked for information about our amazing lady **Elizabeth Veale**, born here in 1766 and give details for possibly printing in your Society's newsletter. She was a very courageous lady with a truly outstanding story to tell.

Bridgerule is a small farming village situated in Devon – but close to the border of Cornwall and has the river Tamar running through it – (indeed it has been in flood this very week –November 2018 – overflowing its banks and causing some local transport to take a different route – as quite often happens here).

Elizabeth Veale was born at Lodgeworthy Farm, Bridgerule in 1766 (the farm is still here today) and just 6 years later after her father's death she was befriended by the Rev. John Kingdon and his family – and educated alongside Bridget his daughter who became a lifelong friend. At 22 years of age Elizabeth married an Army Officer John Macarthur and in June 1790 (she was just 24) they, along with their first child, and Elizabeth pregnant with her second child, boarded a ship for Australia – John having joined the New South Wales Corps – but with neither of them knowing very much about the country or what kind of life they should have there.

On board this sailing ship on the deck just below them were 500 convicts held in atrocious conditions (157 died on the voyage) and with their journey taking 6 months they experienced terrible storms, at times a frightening lack of food and water, with both John and the young son Edward sickly for part of the journey. During the voyage Elizabeth had her second baby which tragically died and was buried at sea.

Eventually arriving in Australia conditions were not a lot better for them. Their first home was little more than a small wooden construction but within a short time John and Elizabeth were granted 100 acres of prime farmland and became famous for producing the world-renowned Merino sheep which became the foundation of Australia's wool industry. John was not an easy man and got into many serious arguments and duels so much so he was sent back to England for the court cases to take place leaving Elizabeth in charge of (she



brought 8 children into the world) their children and by then several farms. He was absent for several years.

Elizabeth was obviously a very courageous and capable woman and for many years with her husband away in England, managed their various farms and became expert in Merino sheep, their fleeces, and the export of Australian wool. The family experienced long and difficult droughts, occasional lack of food, murders and fighting among the aborigines who worked for them, some difficulties controlling their convict workforce, financial concerns and also difficult times when John Macarthur in later years became mentally unstable. It can be truly said that Elizabeth was an amazing woman, coming from an aristocratic background and yet without much knowledge of farming, managed a huge workforce, thousands of acres of land, thousands of sheep plus other animals through difficult conditions and much hardship.

She died 1850 - age 84.

*(with thanks to Ann Bond).*

River Tamar at Bridgerule. (Image by Nilfanion under license Wiki CC4)



# If there's one thing that I like



Some of you will know that the DHS had arranged a meeting of its '**Devon in the 1920's**' project to take place on 30th March, that event now victim, like so much else, of the Coronavirus pandemic. I suspect we shall reconvene at some point to pick up where we left off, and no doubt there will be a meeting to replace the cancellation. On the other hand it is a shame to waste the opportunity to offer you something salvaged from the effort to prepare that meeting made by Tim Lomas and Julia Neville and others, me included. So here, with suitable exculpatory caveats, are some thoughts about motorcycling in the 1920s.

If you looked at the recent paperwork about this event, you might notice that the title of my talk (as planned) did not include the word Devon – a fortunate

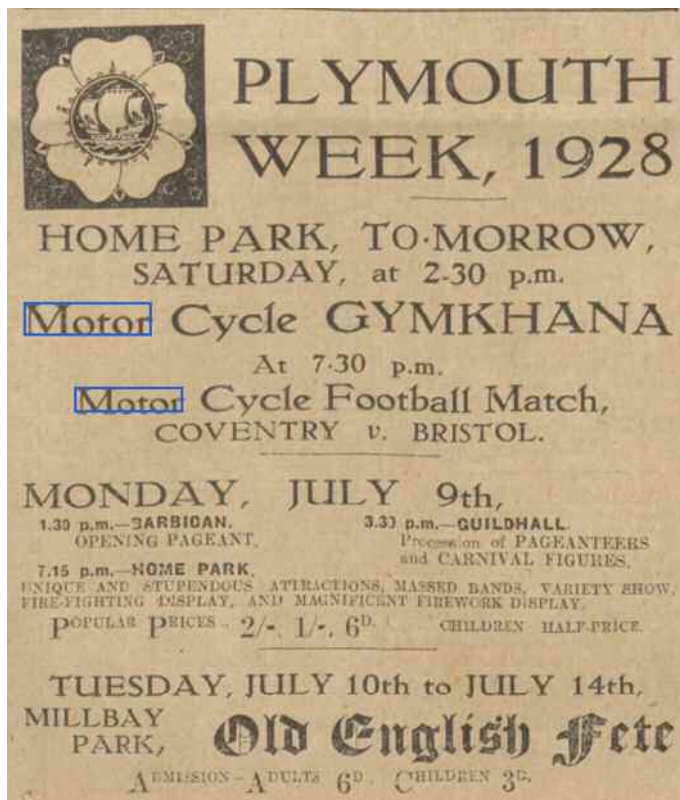


omission as it turned out, because it became almost immediately apparent that in the 1920s, motorcycling was much the same in Devon as it was elsewhere in the UK and in large parts of the industrialised world – the same widely varied demographic that took an interest and bought the machinery, and the same passion for trying things out that no-one would have thought sensible or worthwhile to do on a motorcycle. Look at this [chariot race](#) as an example – or [motorcycle football](#) popular in 1920s and 30s apparently, in Devon as elsewhere it would appear (see advert below). But making a general case for a unique Devonian style of motorcycling would clearly be a tough nut to crack. So please forgive a broader historical sweep before discussing Devon.

This is from the *Sheffield Independent*, Friday 15th June 1894

According to *Munichner Allgemeine Zeitung*, Herr Heinrich Hildebrand has solved the problem of a motor bicycle, which is at once under perfect control, of light weight, and capable of being driven at tolerably high speed. [...] the machine is very similar in appearance to the ordinary safety bicycle, but the saddle is lower so that the feet can be readily placed on the ground before the cycle has fallen sideways. A speed from 25 to 50 miles per hour is promised.

Press reports like this were not uncommon around this time. The safety bicycle itself was barely a decade into production, before its transformation into a revolutionary new mode of personal transport took place – the motor bicycle.



I would have begun my talk on the 30th by asking you how many of you were, or had been, motorcyclists at any point in your lives? I had reckoned this would be a small minority, but if not then I was hopeful I might touch on technical issues. More of that later, but to get you in the mood, just listen to [this](#) from the 1960s. I would have to say at this point, that it was difficult for me personally to feel that I was indeed born to be wild, in the course of riding my Honda 200 to work from Ottery St Mary to Exeter in the rain in the 1970s. Peter Fonda clearly stood more





*Easy Rider* - 1969

chance of existential catharsis on his Harley in the Californian sunshine. Even so, there are moments, even on a Honda 200, where one might sense the eternal....

Whereas popular motorcycling in the UK in the 1920s was fairly uniform in its patterns of consumption, the manufacturing effort was almost exclusively centred on the West Midlands – in Birmingham and Coventry, and to a far lesser extent,

Greater London. Devon, in common with the most of the rest of the country had nothing to match it, and I found no sign of manufacturing in the primary sense of entire machines made in numbers for distribution and sale. There were a number of 'Motor Engineers' who would take commissions to build a motorcycle combination for customers (see the advert for Arch Jones – left). Many of these motor engineers had extended into the newer

The TALK of the **MOTOR** CYCLE WORLD.

New **B.S.A.** Prices.

New 1926 Models.

**Look! £36. 2 $\frac{1}{4}$ h.p.**

**MOTOR** CYCLE and SIDE CAR  
Complete, 2 $\frac{3}{4}$  h.p., £52 15s.

**ARCH JONES,**  
**MOTOR** Cycle Works, BARNSTAPLE.

Telephone 163.

## Cycling Without Leg-Motion.

### The Motor Cycle Drives Itself.

The latest conception of the inventive geniuses who cater to the requirements of the wheel world is the motor cycle. The novelty is intended to take the place of buggies and carriages, and is designed to be of service at all seasons of the year and in every kind of going.

The tyres are fully four inches in diameter and vibration is reduced to a minimum. The motive power is produced by coal oil, and as soon as the rider takes his seat securely the machine does the rest. A gallon of oil will drive the single-seat motor 200 miles, while twice the quantity will send the new four-wheeled contrivance a similar distance with three passengers aboard.



technology from smithing, which was still in considerable demand in the 1920s from animal horse power, used for travel and industry, especially in farming. But where wood and leather parts, in conjunction with small forged or wrought iron items from the blacksmith served the horse drawn trade well enough, the motor industry demanded accurately machined steel at much tighter tolerances than the smith could achieve. The heavy machine tools that were required for this work were already concentrated around the centres of steel production in the west Midlands and had been so since at least the middle of the 19th century, and probably earlier. It was almost inevitable then, that the beginnings of the motorcycle industry took place here

just before the turn of the century. The technology required for the manufacture of arms, especially the need for accurate boring machines, made this location the perfect setting for developing small piston engines using volatile oil products as fuel.

Another route into motor engineering, often for motor cars as well as motorcycles, was involvement in safety bicycle manufacture or sale. This happened in Ottery, and it will surely have happened elsewhere in Devon too, but I haven't attempted to quantify its extent as yet.

Local papers took an interest, often dismissive, sometimes even hostile, in the new fangled machinery. The articles were often column fillers from news agencies that appeared in several newspapers at the same (or almost the same) time. Sometimes a columnist would comment as here in the cycling section (*Cycle Jottings*) in *Athletics News Monday 17th December 1894*

The motor cycle is a weird and uncanny looking article, and looks ponderous and cumbersome withal. The motor is fixed in the centre of the machine, and what it will do according to the inventor is something wonderful. I pointed out to him that it won't do in England, as it clearly comes under the Street Locomotives Act, which limits the speed to four miles per hour, and requires a man in advance carrying a red flag. At least such was the decision with regard to a similar machine which was ridden by a gentleman at Blackheath, years ago, who was troubled by a fad of this description.



And...

A Coventry cycle firm is not to be outdone by the news from Vienna of a motor cycle driven by benzine. An electric pneumatic road carriage has been this week completed by a well known Coventry firm (the invention being of Birmingham origin), which threatens to revolutionise locomotion at home. An electric cycle had been talked about for years....

*Sheffield Independent, Friday 15th June 1894*

Some of this reticent interest sprang from a popular perception of pedal cyclists as radical figures in the political landscape of the day. This, for example, from (among others) the *Western Times* in August 1912...

#### CYCLING SUFFRAGETTES STOP FIRST LORD'S MOTOR-CAR.

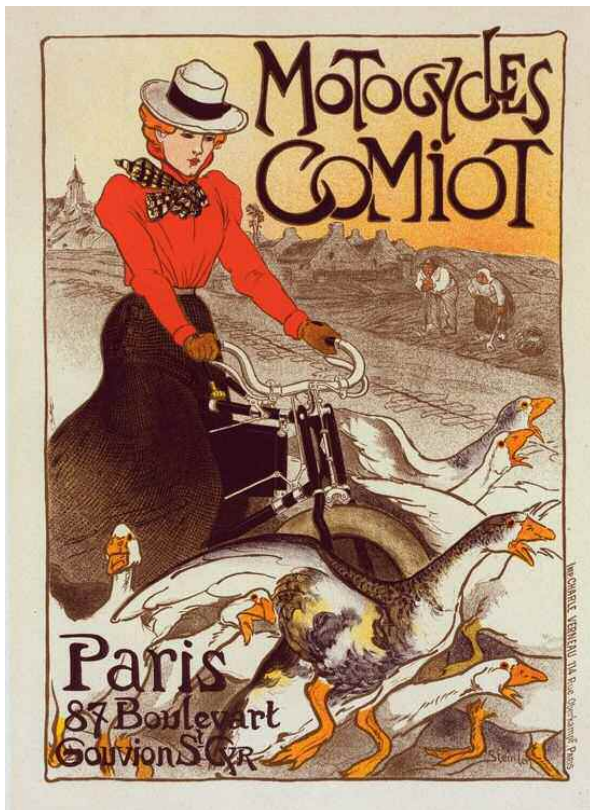
Mr. Winston Churchill. First Lord of the Admiralty, was stopped in his motor-car last night by two suffragettes on the Sandown Road. Sandwich. They dismounted their cycles and held up their hands, stopping the car, and shouting "Votes for women." On the motor-car restarting, one bicycle was damaged. The matter has been reported to the police.

The early activities of the Automobile Association (AA) were also decidedly anti authoritarian and made use of scouts on bicycles (and later, motorcycles), who would attempt to warn motorists of speed traps set by the local police forces.

As a cheap and easy-to-use form of rapid personal mobility, the bicycle had a powerful attraction for large numbers of people on lower incomes. To motorise such a liberating machine, was bound to be popular. Whereas motor cars were more a luxury for the wealthy, the motor bicycle quickly penetrated a much wider market (and as quickly in Devon as elsewhere I would guess)

### Sources for a Devon history of motorcycling...

Local records that could contribute to a sociology of motorcycling are contained (inter alia) in County vehicle registration and driving license documents, trade directories and in personal and family collections of memorabilia. The former include horse drawn carriages and motor cars as well as motorcycles, and the 1920s as a whole occupy a daunting number of weighty volumes, each covering a small part of our large County. A couple of full days' graft in DHC made an imperceptible dent on this mountain of data, but I have dutifully analysed my small sample of Devon data (twelve months: Dec 1919 - Dec 1920 for 22 parishes) to see what wonders it contains. From this I can, or could if mightily persuaded, tell you quite a bit about the following: the extent of horse drawn vehicles still in use, the makes of motorcycle in use and their power ratings, a reasonable estimate of the gender split in ownership of motorcycles, a less



Art Nouveau poster 1899.

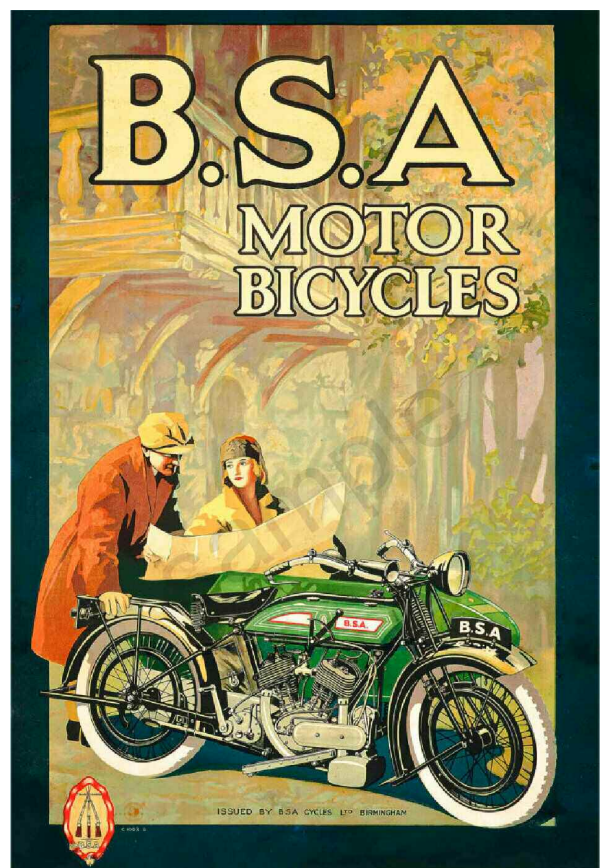


Newspaper filler. Caption reads... 'Miss Ruffle has a motor cycle. Well, she certainly needed something to add to her at-tractions'.

*Devon and Exeter Gazette, April 10th 1897*



Scottish motorcyclist signals his disdain for other makes of machine (1926 poster)



Art Deco poster for BSA (reprints on ebay!)





*Marlon Brando - The Wild One - 1953. The motorcyclist is a rebel. No matter how placid an exterior he or she presents, there is a maggot inside them that longs for anarchy.*



*Steve McQueen - The Great Escape - 1963.*

reasonable estimate of the social class structure of the motorcycling public, and the types of and fines for motoring offences resulting in license endorsements. I could see that with another several weeks of diligent toil over more of the same turgid data, I could maybe track some shifting social attitudes in relation to motorcycles and motorcycling – in road safety, gender politics, changes in the market, the law and so on across the decade 1920–1930. How far any of this would be specific to Devon would be anybody's guess.

While earnestly beaver away as described, I paused to pick up Roger Fogg's *'Motorcycling: An Illustrated Social History'* which is full of personal and family photo covering the period 1890s to 1969. The author, a committed motorcycle enthusiast, lives in Cornwall and a lot of his material is Devon and Cornwall based. As a social history limited to photographs, largely of the machinery and its owners/riders, it leaves a gap for setting out expressions of motorcycling interest in other cultural areas – literature, film, painting, advertising, philosophy and so on. That is a bridge too far for me, I suspect, so I may need to redraw the boundaries of my contribution to the Devon in the 1920s project. Clearly I will have to talk to Julia (Neville) about all of this.

A few pointers of interest did emerge though. The majority of vehicle licenses issued in 1920 were for horse drawn carriages (59%), with almost equal numbers of cars and motorcycles (both 17%). If motorcycle combinations are added in (7%) then there are more motor-cycle powered vehicles (24%) on the roads than there are motor cars, at least there are in 1920 in a set of twenty two assorted Devon parishes.

There are women on motorcycles too, but not many. Most of the women who registered vehicles for taxation were doing so for horse drawn carriages (80%). 14% registered a motor car, and 5% a motorcycle (or combo). The figures for men are 58%, 17%, and 25% respectively

My class analysis is possibly tendencious anyway, relying on those who advertised their social rank with a title (Major General, Lt. Col., Admiral, and so on) so I'll leave that for the moment, and conclude this section with a comment on offences and fines.

Motoring offences in general show most convictions for dangerous driving or speeding (40% of offences recorded in the license ledgers for 1920), followed by issues about lights (29%), then licenses, usually the lack of (17%) and number plate issues (9%). Drunk (2%) and other offences (4%). The fines were widely varied and entirely inconsistent. It depended very much on the court that heard the case. Occasionally a fine was set against an alternative of a spell in prison: '£2 or two months' for example. For what it's worth, the average fine for dangerous driving in this period is £3/15/-; for speeding £2/8/6d; for lighting



offences 17/6d; inaccurate or missing documents £1/8/-; for license plate offences 11/-. I doubt that the national picture is any less chaotic.

Of passing interest too is that the endorsement listings most often describe the vehicle in the details of the offence committed, and of these motorcycles and motorcycle combos make up a mere 11%, where motor cars account for 87%. Obviously a case for closer examination, given that there were more motorcycles on the road than motor cars at this time, but maybe motorcyclists were at this time paragons of virtue on the road.

To end on a literary note, let me offer you perhaps the best description of motorcycling thrills that I know of (where personal hazard plays a significant role). This is from T.E. Lawrence's book 'The Mint' written in the 1920s and published posthumously in 1955. Lawrence lived incognito in Dorset for the final years of his post- 'Lawrence of Arabia' life. He was killed in 1935 while riding his motorcycle near Bovington Camp. 'Boanerges' is Lawrence's name for his Brough Superior motorbike. This is Boys Own stuff at its best... also of course - no helmet, no goggles.

The extravagance in which my surplus emotion expressed itself lay on the road. So long as roads were tarred blue and straight; not hedged; and empty and dry, so long I was rich.

Nightly I'd run up from the hangar, upon the last stroke of work, spurring my tired feet to be nimble. The very movement refreshed them, after the day-long restraint of service. In five minutes my bed would be down, ready for the night: in four more I was in breeches and puttees, pulling on my gauntlets as I walked over to my bike, which lived in a garage-hut, opposite. Its tyres never wanted air, its engine had a habit of starting at second kick: a good habit, for only by frantic plunges upon the starting pedal could my puny weight force the engine over the seven atmospheres of its compression.

Boanerges' first glad roar at being alive again nightly jarred the huts of Cadet College into life. 'There he goes, the noisy bugger,' someone would say enviously in every flight. It is part of an airman's profession to be knowing with engines: and a thoroughbred engine is our undying satisfaction. The camp wore the virtue of my Brough like a flower in its cap. Tonight Tug and Dusty came to the step of our hut to see me off. 'Running down to Smoke, perhaps?' jeered Dusty; hitting at my regular game of London and back for tea on fine Wednesday afternoons.

Boa is a top-gear machine, as sweet in that as most single-cylinders in middle. I chug lordlily past the guard-room and through the speed limit at

no more than sixteen. Round the bend, past the farm, and the way straightens. Now for it. The engine's final development is fifty-two horsepower. A miracle that all this docile strength waits behind one tiny lever for the pleasure of my hand.

Another bend: and I have the honour of one of England's straightest and fastest roads. The burble of my exhaust unwound like a long cord behind me. Soon my speed snapped it, and I heard only the cry of the wind which my battering head split and fended aside. The cry rose with my speed to a shriek: while the air's coldness streamed like two jets of iced water into my dissolving eyes. I screwed them to slits, and focused my sight two hundred yards ahead of me on the empty mosaic of the tar's gravelled undulations.

Like arrows the tiny flies pricked my cheeks: and sometimes a heavier body, some house-fly or beetle, would crash into face or lips like a spent bullet. A glance at the speedometer: seventy-eight. Boanerges is warming up. I pull the throttle right open, on the top of the slope, and we swoop flying across the dip, and up-down up-down the switchback beyond: the weighty machine launching itself like a projectile with a whirr of wheels into the air

*T. E. Lawrence in Dorset in late 1920s aboard his Brough Superior.*





at the take-off of each rise, to land lurchingly with such a snatch of the driving chain as jerks my spine like a rictus.

Once we so fled across the evening light, with the yellow sun on my left, when a huge shadow roared just overhead. A Bristol Fighter, from Whitewash Villas, our neighbour aerodrome, was banking sharply round. I checked speed an instant to wave: and the slip-stream of my impetus snapped my arm and elbow astern, like a raised flail. The pilot pointed down the road towards Lincoln. I sat hard in the saddle, folded back my ears and went away after him, like a dog after a hare. Quickly we drew abreast, as the impulse of his dive to my level exhausted itself.

The next mile of road was rough. I braced my feet into the rests, thrust with my arms, and clenched my knees on the tank till its rubber grips goggled under my thighs. Over the first pot-hole Boanerges screamed in surprise, its mud-guard bottoming with a yawp upon the tyre. Through the plunges of the next ten seconds I clung on, wedging my gloved hand in the throttle lever so that no bump should close it and spoil our speed. Then the bicycle wrenched sideways into three long ruts: it swayed dizzily, wagging its tail for thirty awful yards. Out came the clutch, the engine raced freely: Boa checked and straightened his head with a shake, as a Brough should.

The bad ground was passed and on the new road our flight became birdlike. My head was blown out with air so that my ears had failed and we seemed to whirl soundlessly between the sun-gilt stubble fields. I dared, on a rise, to slow imperceptibly and glance sideways into the sky. There the Bif was, two hundred yards and more back. Play with the fellow? Why not? I slowed to ninety: signalled with my hand for him to overtake. Slowed ten more: sat up. Over he rattled. His passenger, a helmeted and goggled grin, hung out of the cock-pit to pass me the 'Up yer' Raf randy greeting.

They were hoping I was a flash in the pan, giving them best. Open went my throttle again. Boa crept level, fifty feet below: held them: sailed ahead into the clean and lonely country. An approaching car pulled nearly into its ditch at the sight of our race. The Bif was zooming among the trees and telegraph poles, with my scurrying spot only eighty yards ahead. I gained though, gained steadily: was perhaps five miles an hour the faster. Down went my left hand to give the engine two extra dollops of oil, for fear that something was running hot: but an overhead Jap twin, super-tuned like this one, would carry on to the moon and back, unfaltering.

We drew near the settlement. A long mile before the first houses I closed down and coasted to the cross-roads by the hospital. Bif caught up, banked, climbed and turned for home, waving to me as long as he was in sight.

Fourteen miles from camp, we are, here: and fifteen minutes since I left Tug and Dusty at the hut door.

I let in the clutch again, and eased Boanerges down the hill along the tram-lines through the dirty streets and up-hill to the aloof cathedral, where it stood in frigid perfection above the cowering close. No message of mercy in Lincoln. Our God is a jealous God: and man's very best offering will fall disdainfully short of worthiness, in the sight of Saint Hugh and his angels.

Remigius, earthy old Remigius, looks with more charity on me and Boanerges. I stabled the steel magnificence of strength and speed at his west door and went in: to find the organist practising something slow and rhythmical, like a multiplication table in notes on the organ. The fretted, unsatisfying and unsatisfied lace-work of choir screen and spandrels drank in the main sound. Its surplus spilled thoughtfully into my ears.

By then my belly had forgotten its lunch, my eyes smarted and streamed. Out again, to sluice my head under the White Hart's yard-pump. A cup of real chocolate and a muffin at the teashop: and Boa and I took the Newark road for the last hour of daylight. He ambles at forty-five and when roaring his utmost, surpasses the hundred. A skittish motor-bike with a touch of blood in it is better than all the riding animals on earth, because of its logical extension of our faculties, and the hint, the provocation, to excess conferred by its honeyed untiring smoothness. Because Boa loves me, he gives me five more miles of speed than a stranger would get from him.

*Lawrence - gone native, 1919*

At Nottingham I added sausages from my wholesaler to the bacon which I'd bought at Lincoln: bacon so nicely sliced that each rasher meant a penny. The solid pannier-bags behind the saddle took all this and at my next stop a (farm) took also a felt-hammocked box of fifteen eggs. Home by Sleaford, our squalid, purse-proud, local village. Its butcher had six penn'orth of dripping ready for me. For months have I been making my evening round a marketing, twice a week, riding a hundred miles for the joy of it and picking up the best food cheapest, over half the country side. ●





# From Todd Gray.

## Notice of new documents deposit

The following is a provisional list of some three hundred Devon documents given by the Oddy family to the Devon & Cornwall Record Society for deposit within its collection. These papers will be available at the Devon Heritage Centre hopefully later this year. The society's council had intended to hold event this summer to showcase the documents but the current situation has postponed these plans. While we are in this current crisis it is possible for DCRS members to request jpegs of these documents and these will be sent via e-mail. **DHS members may also apply, but requests are limited to a maximum of 5 documents in total during the period until the end of June.** To order a jpeg please email [todd@toddgray.co.uk](mailto:todd@toddgray.co.uk)

These papers date from the late 1500s to the late 1700s. They originated with the business of the Devon County courts at Rougemont Castle in Exeter and the majority are constables' presentments providing lists of freeholders and copyholders for jury duty. The society's president has written about Devon juries. Dr Stephen Roberts explains that:

'In early modern England and Wales, the assizes and quarter sessions courts managed local government as well as the justice system. There were two kinds of juries. The grand jury, comprising more socially elevated minor gentry and yeomanry, considered whether a defendant had a case to answer, and also 'presented', or brought to the attention of the courts, any matters that the courts might address, ranging from moral turpitude to defective highways and drains. The second kind of jury was the trial or petty jury, whose job was to find defendants guilty or not guilty.

An act of 1696 sought to reform a jury system that had long been reliant on ancient custom. Forty years earlier, Devon assizes and quarter sessions relied on the services of handfuls of men to serve on juries. While this ensured that the courts could guarantee that juries could be empanelled and justice administered, the practice of using 'professional jurors' was plainly open to abuse and to an intolerable financial burden on jurors compelled to abandon their normal work when trials were extended or postponed. The 1696 act stipulated that parish

constables should bring in lists to quarter sessions, every Michaelmas, of male freeholders and copyholders between the ages of 21 and 70. The clerk of the peace was to create a book of all the parish returns, which would henceforth form the basis of jury recruitment. Yorkshire, like Devon, was a huge county, and so dependent had Yorkshire assizes become on their tiny number of jurors, it was decreed that no-one in Yorkshire from then on was to serve on a jury more than once every four years. No such stipulation applied to Devon, but a similar tale could have been told here. What had been a convenient way of ensuring reliable county government in 1649 had become corruption and unfairness by 1696.'

**There are various court administration papers but the other most numerous or notable documents are:**

**1. Depositions for the county quarter sessions, 1653-4,** including of 1, Joan Parsons of Cornwall regarding an illegitimate child allegedly fathered by Hugh Bragge of Dolton; 2, Grace Soper of Broadwoodwider regarding an illegitimate child allegedly fathered by Richard Sydwell, husbandman of Broadwoodwider; 3, Martha Parsons of Braunton regarding an illegitimate child allegedly fathered by Joseph Blunt, yeoman of Braunton; 4, Mary Barter of Ashburton regarding an illegitimate child allegedly fathered by Richard Luscombe, tucker of Ashburton; 5, Abel Muxworthy of West Down, fuller, while fishing saw Mary, the wife of Richard Philpe, in a house; 6, Armonel Dennis, wife of Henry, of Braunton, who saw Mary Philpe in the same house; 7, Mary Philpe, wife of Richard, denied being in the house at that time; 8, John Davye, labourer of Cruwys Morchard, regarding stolen ewes at Oakford; 9, Mary Oliver, of North Petherwin, regarding an illegitimate child allegedly fathered by Michael Treis of North Petherwin; 10, Grace Orchard alias Buckleman of Luffincott, attributing her husband, who she saw in Launceston when he had temporarily returned from Amsterdam, as being the father of her child; 11, Philippa Tretho of North Petherwin regarding an illegitimate child allegedly fathered by Grenville Hawke, gentleman of North Petherwin; 12, Quaince Moxrye of Doddiscombsleigh regarding an illegitimate child allegedly fathered by John Underkey of Christow; 13, Deborah Dood of Throwleigh regarding an illegitimate child allegedly fathered by John Gray, husbandman of Throwleigh; 14-16, Richard Legg of Broadwinsor in Dorset regarding forged letter, with further testimonies of Anthony and William Legge of Sampford Courtenay; 17, Thomas Maire, weaver of North Tawton, regarding a stolen sheep; 18, Mary Newman of Culmstock regarding an illegitimate child allegedly fathered by a stranger on Hackpen Down; 19, Elizabeth Row of Kentisbeare regarding an illegitimate child allegedly fathered by John Lee of Uffculme; 20, John Pring of Awliscombe regarding a dispute with John Chancellor of Payhembury over stolen sheep; 21, Ellis Salter of Payhembury regarding same sheep; 22, Robert Drew of Payhembury in same dispute; 23,



Nicholas Basten of Honiton in same dispute; 24, John Chancellor of Payhembury regarding the same dispute; 25, Edith wife of John Chancellor regarding same dispute; 26, John Godfry, husbandman of Clyst Hydon, regarding non-payment of wages by Henry Palmer of Clyst Hydon; 27, Dorothy Pitcher of Honiton, regarding William Gashe, parchment maker of Honiton, and illicit sex.

**2.Land tax assessments for eleven parishes to the north, east and south of Exeter** namely Bradninch (1783), Sowton (1790), Poltimore (1790), Huxham (1790), Upton Pyne (1790), Stoke Canon (1790), Brampford Speke (1790), Rewe (1790), Butterleigh (1790), Topsham (1790), Heavitree (1790)

**3.Account of loaves of bread delivered to the Bridewell, 1792**

**4.Constables' certificates regarding the health of horned cattle, 1747.**  
The most detailed return is for Northlew.

**5.Two churchwarden certificates regarding individuals having taken the sacrament, 1755**

**6.'Dr Sacheverel turned Oculist', ms copy of a broadside of 1710 regarding Henry Sacheverel**

Presentments of constables including lists of freeholders and copyholders, 1599-1792 and undated. Some documents have greater details than others. **(This is a long alphabetical list so is set at a smaller size in 2 columns. You can zoom in to see the text more clearly - Ed)**

Abbotsham, 1726	Clayhanger, Uffculme, Burlescombe, Holcombe Rogus)
Abbotskerswell, 1698, 1726, 1727	Bampton Hundred, 1719 (Bampton, Morebath, Clayhanger)
all hundreds, 1599/1600	Bampton Hundred, 1719 (Uffculme, Holcombe Rogus)
Alphington, undated	Bampton Hundred, undated (Bampton, Morebath, Uffculme, Clayhanger, Burlescombe)
Ashburton, 1726	Beaford, 1726, 1736
Ashcombe, undated	Berry Pomeroy, 1698, 1726
Axminster Hundred, 1706 (Axminster, Axmouth, Honiton, Kilmington, Membury, Luppitt, Thorncombe, Upottery, Musbury, Uplyme, Combpayne)	Bickington, 1726
Axminster Hundred, 1719 (Axmouth, Honiton, Kilmington, Luppitt, Musbury, Membury, Yarcombe)	Bishopsteignton, 1786
Axminster Hundred, 1723 (Axminster, Musbury, Axmouth, Combpayne, Uplyme, Membury, Kilmington, Yarcombe, Upottery, Honiton, Thorncombe, Luppitt, Combe Raleigh, Shapcombe tithing)	Black Torrington Hundred, 1706 (Black Torrington, Hatherleigh, Jacobstowe, Exbourne, Sampford Courtenay, Holsworthy, Bradworthy, Bradford, Pancrasweek, Milton Damerel, West Putford, St Giles, Werrington, Pyworthy, Halwill, North Petherwin)
Axminster Hundred, undated (Membury, Thorncombe, Membury, Uplyme)	Black Torrington Hundred, 1719 (Exbourne, Jacobstow, Northlew, Black Torrington, Highampton, Monkokehampston, North Petherwin, Werrington, Halwill)
Axminster, undated	Black Torrington Hundred, 1719 (North
Axmouth, 1730	
Bampton Hundred, 1706 (Bampton, Morebath,	

Petherwin, Werrington, Halwill)  
 Black Torrington Hundred, 1719 (Pancrasweek, Thornbury, Bradworthy, Sutcombe, West Putford)  
 Black Torrington Hundred, undated (Tetcott, Werrington, Hatherleigh, Exbourne, Northlew, Beaworthy, Halwill, Clawton, Hollacombe, Jacobstowe, North Peterwin, Inwardsleigh, Pyworthy, Boyton)  
 Bow alias Nymet Tracey, 1698  
 Braunton Hundred, 1706 (Braunton, Georgeham, Heanton Punchardon, Pilton, Bratton Fleming, West Buckland, West Down, Combe Martin, Berrynarbor, East Down)  
 Braunton Hundred, 1719 (Combe Martin, Berrynarbor, Kentisbury, Ilfracombbe, West Down, Braunton, Georgeham, Mortehoe, Heanton Punchardon, Marwood, Bratton Fleming, Goodleigh, Pilton)  
 Braunton Hundred, undated (Heanton Punchardon, Braunton, Filleigh, Ilfracombe, Berrynarbor, Combe Martin, West Down, East Down, West Buckland)  
 Bridford, 1725  
 Brixham, 1698, 1726  
 Brixton, 1698, 1726 (note on dorse: fragment of news of war preparations)  
 Broadclyst, 1730, undated  
 Broadclyst, Butterleigh, Whimble, Clyst Hydon, Clyst St Lawrence, 1719  
 Broadhembury, 1698 (2),  
 Broadhempston, 1698, 1726, 1727  
 Buckland Brewer, 1726 (2), 1736  
 Buckland Filleigh, 1723  
 Buckland-in-the-Moor, 1730  
 Butterleigh, 1723, 1730  
 Chagford, 1726  
 Christow, undated  
 Chudleigh, undated  
 Churston Ferrers, 1698, 1726, 1727  
 Clyst Hydon, 1723, 1730  
 Clyst St Lawrence, 1723, 1730  
 Clyston Hundred, undated (Butterleigh)  
 Cockington, 1698  
 Coffinswell, 1698, undated (2)  
 Colebrooke, 1719, 1726  
 Coleridge Hundred, undated (Halwell, Dittisham, Ashprington, Harberton, Stoke Fleming, Blackawton, East Portlemouth, Dodbrooke, Slapton, Charleton, Stokenham, Chivelstone, South Poole, Sherford)  
 Coleridge Hundred (south part), 1726 (Coleridge)  
 Coleridge Hundred, ?early seventeenth century  
 Coleridge Hundred, 1719 (Stokenham,

Chivelstone, Charleton, East Portlemouth, Cornworthy, Harberton, Ashprington, Dittisham, Slapton, Halwill, Stoke Fleming, Blackawton)  
 Colyton Hundred, 1719 (Farway, Branscombe, Colyton, Widworthy, Shute, Offwell)  
 Colyton Hundred, undated (Widworthy, Monckton, Farway)  
 Colyton, 1706  
 Combe Raleigh, 1730  
 Combe-in-Teignhead, 1726  
 Combpyne, 1730  
 Crediton Hundred, undated (no parishes)  
 Crediton Hundred, 1706 (Sandford, Morchard Bishop, Newton St Cyres, Crediton, Colebrooke, Crediton, 1719)  
 Cullompton, undated  
 Culmstock, undated  
 Denbury, 1726, 1727  
 Down St Mary, 1698  
 Drewsteignton, 1726  
 Duchy of Lancaster, undated (Holsworthy, Spreyton, Monkokehampston, Pancrasweek, West Putford, Hennock, Manaton)  
 Dunchideock, undated  
 Dunsford, undated  
 East Budleigh Hundred, undated (Sidbury, Salcombe Regis, East Budleigh, Woodbury, Aylesbeare, Clyst St George, Gittisham)  
 East Budleigh Hundred, 1719 (East Budleigh, Otterton, Withycombe Raleigh, Lymptstone, Woodbury, Clyst St George, Aylesbeare, Clyst St Mary, Farrington, Clyst Honiton, Rockbeare, Clyst Satchfield Tithing, Colaton Raleigh, Sidmouth, Sidbury, Harpford, Salcombe Regis, Venn Ottery, Gittisham)  
 East Ogwell, 1726  
 East Putford, undated  
 Ermington Hundred, 1719 (Ermington, Holbeton, Kingston, Newton Ferrers, Cornwood, Ugborough, Aveton Giffard, Bigbury, Modbury)  
 Ermington Hundred, early 1600s (Newton Ferrers, Brent, Ermington, Ugborough, Aveton Giffard, Modbury, North Huish)  
 Ermington Hundred, undated (Ermington, Holberton, Ugborough, Kingston, Modbury, Aveton Giffard, Bigbury, Cornwood, Newton Ferrers)  
 Exminster Hundred, 1719 (Chudleigh, Trusham, Ashton, East Teignmouth, Doddiscombsleigh, Bishopsteignton, Dawlish)  
 Exminster Hundred, undated (Chudleigh, Ashton, Doddiscombsleigh, Dawlish, West Teignmouth, Exminster, Kenn, Mamhead, Kenton, Ide)



Farway, 1706  
 Feniton, undated  
 Fremington Hundred, 1706 (Fremington, Tavistock, Westleigh, Huntshaw, Roborough, St Giles)  
 Fremington Hundred, 1719 (Fremington, Roborough, Alverdiscott)  
 Fremington Hundred, 1725 (Fremington, Horwood, West Leigh, St Giles, Roborough, Alverdiscott)  
 Frithelstock, 1736, undated  
 Gidleigh, 1726  
 Halberton Hundred, 1719 (Halberton, Sampford Peverell, Burlescombe, Willand)  
 Halberton Hundred, undated (Halberton, Sampford Peverell, Burlescombe)  
 Halberton, 1698  
 Halberton, Willand, Sampford Peverell, undated  
 Hartland Hundred, 1706 (West Woolfardisworthy, Yarnscombe, Welcombe, Clovelly)  
 Hartland Hundred, 1719 (Hartland, Clovelly, West Woolfardisworthy)  
 Hartland Hundred, undated (Hartland, West Woolfardisworthy, Clovelly, Yarnscombe, Welcombe)  
 Hartland, 1719  
 Hartland, Welcombe, 1599  
 Hayridge Hundred, c1600 (Cadbury, Cullompton, Plymtree, Feniton, Tallaton, Bradninch, Kentisbeare)  
 Hayridge Hundred, 1729 (Plymtree, Tallaton, Feniton, Cullompton, Silverton, Thorverton, Nether Exe, Kentisbeare)  
 Hayridge Hundred, undated (Cullompton, Plymtree, Broadhembury, Payhembury, Silverton, Up Exe & Nether Exe, Cadeleigh, Cadbury)  
 Hayridge Hundred, undated (Thorverton, Silverton, Cadbury, Bickleigh, Nether Exe, Up Exe, Payhembury, Broadhembury, Talaton, Plymtree, Feniton, Sheldon)  
 Haytor Hundred, 1706 (Paignton, Berry Pomeroy, Brixham, Stoke Gabriel, Marldon, Churston Ferrers)  
 Haytor Hundred, 1706 (Staverton, Broadhempston, Ipplepen, Torbryan, Woodland, Littlehempston, Widecombe, Denbury, Buckland in the Moor)  
 Haytor Hundred, 1706 (Wolborough, Abbotskerswell, Cockington, Coffinswell, St Marychurch, Kingskerswell, Tormohun)  
 Haytor Hundred, 1719 (Staverton, Ipplepen, Torbryan, Broadhempston, Widecombe, Woodland, Littlehempston, Paignton, Berry Pomeroy, Brixham, Churston Ferrers, Marldon, Stoke Gabriel, St Marychurch, Kingskerswell, Abbotskerswell, Woolborough, Coffinswell)  
 Haytor Hundred, undated (Brixham, Berry Pomeroy, Abbotskerswell, Broadhempston, Staverton, Ipplepen, Newton Abbot, Denbury, Stoke Gabriel, Widecombe, Newton Abbot)  
 Heavitree, 1787  
 Hemyock Hundred, undated (Culmstock, Hemyock, Clayhidon, Churchstanton, Awliscombe)  
 Hemyock, 1719 (Culmstock, Hemyock, Clayhidon, Churchstanton, Awliscombe, Buckerell, Dunkeswell)  
 Hennock, 1726  
 Highweek, 1726  
 Honiton, 1726, 1730, 1792  
 Huish, 1726  
 Iddesleigh, 1723, 1726  
 Ideford, 1726  
 Ilsington, 1726  
 Ipplepen, 1698, 1726, undated  
 Kentisbeare, undated  
 Kilmington, 1730  
 Kingskerswell, 1727, undated  
 Kingsteignton, undated  
 Landcross, 1726  
 Lifton Hundred (Okehampton, Sourton, Bridestowe, Bratton Clovelly, Thrushelton)  
 Lifton Hundred, 1698 (Okehampton, Sourton, Bridestowe, Bratton Clovelly, Lewtrenchard, Thrushelton, Mary Tavy, Lamerton, Broadwoodwidge, Virginstow, Stowford, Bradstone, Dunterton, Marystow, Kelly)  
 Lifton Hundred, 1706 (Broadwoodwidge, Lamerton, Kelly, Dunterton, Marystow, Bradworthy, Virginstow)  
 Lifton Hundred, undated (Lifton, Lamerton, Lewtrenchard, Okehampton, hamlet of Willsworthy)  
 Little Torrington, 1726  
 Littleham, 1726  
 Littlehempston, 1698, 1726, 1727  
 Luppitt, 1723 (Shapcombe Tithing, Duchy of Lancaster), 1730, undated (Shapcombe Tithing, Duchy of Lancaster)  
 Lustleigh, undated  
 Lyfton Hundred, undated (Sydenham, Kelly, Lifton, Lamerton, Bratton Clovelly, Sourton, Marystow, Lewtrenchard, Mary Tavy, Broadwoodwidge, Okehampton, Thrushelton)  
 Manaton, 1726  
 Marldon, 1698  
 Martinhoe, 1726

Meavy, 1726  
 Membury, undated (2)  
 Modbury, 1698  
 Morchard Bishop, 1719, 1726  
 Newton St Cyres, 1719, undated  
 Newton St Petrock, 1723, 1726  
 North Bovey, 1726  
 North Tawton Hundred, 1706 (North Tawton, Dolton, Ashreigney, Burrington, Coleridge, Lapford, Chawleigh)  
 North Tawton Hundred, 1719 (Lapford, Chawleigh, Coleridge, Brushford, North Tawton, Bow alias Nymet Tracey, Zeal Monachorum, Bondleigh, Down St Mary, Clannaborough, Dolton, Ashreigney, High Bickington)  
 North Tawton Hundred, undated (Chawleigh, Lapford, High Bickington, Dolton, Ashreigney)  
 Northam, 1726, 1736  
 Ottery St Mary, ?early 1600s, 1719, 1723, undated  
 Paignton, 1698, 1726, 1727  
 Parkham, 1726  
 Payhembury, 1698  
 Peters Marland, 1723, 1726  
 Petrockstowe, 1726, 1723  
 Plympton Hundred, ?early 1600s (Yealmpton, Wembury, Plympton St Mary, Wembury, Plymstock, Plympton St Maurice)  
 Plympton Hundred, undated (Shaugh Prior, Brixton, Yealmpton, Plymstock, Wembury)  
 Plympton Hundred, undated (Yealmpton, Wembury, Plympton St Mary, Plympton St Maurice)  
 Plympton St Mary, undated (2)  
 Plymstock (Elburton), 1698 (2), 1726  
 Plymtree, 1628  
 Poltimore, 1769  
 Revelstoke, 1698, 1726  
 Roborough Hundred, 1706 (Tamerton Foliot, Bere Ferrers, St Budeaux, Eggbuckland, Stoke Damerel, Whitchurch, Buckland Monachorum, Peter Tavy, Sheepstor, Meavy, Walkhampton, Sampford Spiney)  
 Roborough Hundred, 1719 (Buckland Monachorum, Meavy, Whitchurch, Peter Tavy, Sheepstor, St Budeaux, Eggbuckland, Weston Peverell, Bere Ferrers)  
 Roborough Hundred, undated (St Budeaux, Newton Peverell, Stoke Damerel, Bickleigh, Eggbuckland, Buckland Monachorum, Whitchurch, Walkhampton, Sheepstor, Meavy, Sampford Spiney, Peter Tavy)  
 Roborough Hundred, undated (Stoke Damerel, St Budeaux, Eggbuckland, Tamerton Foliot, Buckland Monachorum, Whitchurch, Sampford Spiney, Walkhampton, Sheepstor, Peter Tavy)  
 Sandford, 1719, 1726  
 Shaugh Prior, undated (2)  
 Shebbear Hundred (south division), undated (Huish, Little Torrington, Meeth, Shebbear, Peters Marland)  
 Shebbear Hundred, 1719 (Shebbear, Little Torrington, Sheepwash, Beaford, Peters Marland, Bulkworthy, Frithelstock, Buckland Brewer)  
 Shebbear Hundred, undated (Parkham, Alwington, Frithelstock, Buckland Brewer, Weare Giffard, Bulkworthy, Littleham, East Putford, Northam, Langtree)  
 Shebbear, 1726 (2)  
 Sheepwash, 1726  
 Sheldon, 1698  
 Sherwill Hundred, 1706 (Lynton)  
 Sherwill Hundred, 1706 (Sherwill, Loxhore, High Bray, Stoke Rivers, Charles)  
 Sherwill Hundred, 1719 (High Bray, Charles)  
 Sherwill Hundred, undated (Creacombe, High Bray, Charles, Mortehoe, Stoke Rivers, Sherwill)  
 Silverton, Cadeleigh, Bickleigh, Cadbury, Thorverton, Up Exe, Nether Exe, undated  
 South Molton Hundred, 1706 (Bishop's Tawton, Swimbridge, Landkey, Littleham, Warkleigh, George Nympton)  
 South Molton Hundred, 1706 (South Molton, North Molton, Molland, Twitchen, West Anstey, East Anstey, Knowstone)  
 South Molton Hundred, 1719 (North Molton, South Molton, East Anstey, West Anstey, Knowstone, Molland, Chittlehampton, George Nympton, Swimbridge, Bishop's Tawton, Landkey)  
 South Tawton, 1726, 1769  
 Spreyton, 1726  
 St Marychurch, 1698, undated  
 St Thomas, 1768 (by three streets), undated  
 Stanborough Hundred, c1600  
 Stanborough Hundred, 1706 (East Allington, Malborough, South Huish, Loddiswell, Woodleigh, West Alvington, Churchstow, Thurlstone, Kingsbridge, South Milton, Diptford, Morleigh, South Brent, North Huish, Dean Prior, Dartington, Buckfastleigh, Rattery, Holne)  
 Stanborough Hundred, 1719 (Rattery, Dean Prior, Dartington, North Huish, Buckfastleigh, Diptford, South Brent)  
 Stanborough Hundred, 1719 (Woodleigh, West Alvington, Loddiswell, South Huish, Malborough, East Allington, Thurlstone)  
 Stanborough Hundred, 1726 (Dartington, Buckfastleigh, Rattery, Moreleigh, South Brent,

North Huish, Dean Prior, Diptford, Loddiswell, East Allington, Malborough, Woodleigh, West Alvington, South Milton, Kingsbridge, Thurlestone)  
Stanborough Hundred, 1727 (Loddiswell, East Allington, Malborough, West Alvington, Woodleigh, Churston, Kingsbridge, South Huish, South Milton, Thurlestone, Dartington, Rattery, Holne, South Brent, Moreleigh, Buckfastleigh, Dean Prior, North Huish)  
Staverton, undated (2)  
Staverton, Woodland, 1698  
Stoke Gabriel, 1698, 1726, 1727  
Stokeinteignhead, 1726  
Sutcombe, 1698  
Talatan, 1698  
Tavistock Hundred, 1706 (Tavistock, Milton Abbot, Brentor)  
Tavistock Hundred, 1719 (Tavistock, Milton Abbot)  
Tavistock Hundred, undated (Tavistock, Milton Abbot, Brentor)  
Tedburn St Mary, 1726  
Teignbridge Hundred, 1707 (Bovey Tracey, Moretonhampstead, Ideford, Highweek, Bickington, Ashburton, North Bovey, Manaton)  
Teignbridge Hundred, 1719 (Ilsington, Ideford, Kingsteignton, Ashburton, Bickington, Highweek)  
Teignbridge Hundred, 1719 (Moretonhampstead, Bovey Tracey, Hennock, North Bovey, Manaton, Lustleigh)  
Teignbridge Hundred, undated  
Teignbridge Hundred, undated (Ashburton, Ideford, Kingsteignton, Bickington, Highweek)  
Teignbridge Hundred, undated (Bovey Trace, Manaton, Moretonhampstead, North Bovey, Lustleigh, Hennock)  
Thorncombe, 1730  
Throwleigh, 1726  
Tiverton Hundred, 1706 (Tiverton, Upplowman, Loxbeare, Calverleigh, Huntsham)  
Tiverton Hundred, undated (Huntsham, Loxbeare, Tiverton, Upplowman)  
Tiverton, 1719, 1726  
Torbryan, 1698, 1726, 1727  
Tormohun, 1698, 1727  
Uplyme, 1730  
Upottery, 1730  
Wembury, 1698, 1726  
West Budleigh Hundred, 1719 (Shobrooke, Stockleigh Pomeroy, Upton Hellions, Cheriton Fitzpaine, Poughill, Washfield, Stockleigh English)  
West Budleigh Hundred, c1706 (Cheriton

Fitzpaine, Washfield, Shobrooke, Poughill, Stockleigh English)  
West Budleigh Hundred, undated (Cheriton Fitzpaine, Washfield, Stockleigh English, Poughill, Shobrooke, Stockleigh Pomeroy, Upton Hellions)  
West Budleigh Hundred, undated (Cheriton Fitzpaine, Woolfardisworthy, Upton Hellions, Shobrooke, Cruwys Morchard)  
West Ogwell, 1726  
Whimble, 1706, 1723, 1730  
Whitestone, 1726  
Widecombe, 1726, 1727  
Winkleigh, 1706, 1719  
Witheridge Hundred (Stoodleigh, Puddington, Morchard Bishop, Rackenford)  
Witheridge Hundred, undated (Bishop's Nympton, Mariansleigh, Rose Ash, Romansleigh, Washford Pyne, Chulmleigh, King's Nympton, Thelbridge, Woolfardisworthy, Cruwys Morchard, Stoodleigh, Puddington, Rackenford, Templeton, Oakford)  
Witheridge Hundred, undated (Witheridge, Rose Ash, Oakford, Cheldon, Bishop's Nympton, West Worlington, Chulmleigh, Rackenford, Creacombe, Puddington, Templeton, Stoodleigh, Thelbridge, Mariansleigh)  
Wolborough, 1698, 1727  
Wonford East Hundred, undated (Heavitree, Pinhoe, Sowton, Topsham, Stoke Canon, Upton Pyne, Brampford Speke, Rewe, Huxham, Poltimore)  
Wonford Hundred, 1706 (Cheriton Bishop, Tedburn St Mary, St Thomas the Apostle, Whitestone, Combeinteignhead, Holcombe Burnell, Dunsford, Christow, Alphington, Bridford)  
Wonford Hundred, 1706 (South Tawton, Chagford, Throwleigh, Gidleigh)  
Wonford Hundred, 1719 (Heavitree, Topsham, Pinhoe, Poltimore, Stoke Canon, Brampford Speke, Sowton)  
Wonford Hundred, 1719 (South Tawton, Drewsteignton, Spreyton, Chagford, Hittisleigh, Throwleigh, Goodleigh)  
Wonford Hundred, early 1600s (Topsham, South Tawton, Whitestone, Drewsteignton, Cheriton Bishop, Chagford, Dunsford, Tedburn St Mary)  
Wonford South Hundred, 1719 (West Ogwell, Combeinteignhead)  
Wonford West Hundred, 1719 (Alphington, Christow, Bridford, Dunsford, Whitestone, St Thomas, Cheriton Bishop)  
Woodland, 1726, 1727  
Yarcombe, 1792  
Yealmpton, undated  
Zeal Monachorum, 1698



# More from Todd...

DEVON & CORNWALL RECORD SOCIETY

registered charity no. 1011931

## The Exeter cloth dispatch book, 1763-5

Edited by Todd Gray



A newly discovered manuscript detailing the exports of Claude Passavant, a Swiss émigré merchant, comprises the most extensive surviving collection of Devon cloth. These 2,475 samples, dyed in many colours and some figured, will be reproduced in a volume in which thirteen specialists analyse the local and wider contexts in sixteen chapters. Exeter was internationally renowned for the manufacture and trade in woollen cloth, the mainstay of the economy of the city and its hinterland. Until now the quality, range and vibrancy of its cloth were unknown.

## **1. Claude Passavant & Exeter**

- 1.1 Claude Passavant, *Todd Gray*
- 1.2 The Exeter dispatch book: an analysis, *Michael Nix*
- 1.3 Exeter in the 1760s, *Todd Gray*

## **2. Cloth manufacture**

- 2.1 Exeter's cloth merchants & industry in the 1760s, *Todd Gray*
- 2.2 The Incorporation of Weavers, Fullers & Shearmen, *Elly Babbedge*
- 2.3 Exeter's fulling mills in the mid eighteenth century, *Martin Watts*
- 2.4 The archaeology of the cloth industry in Exeter, *John Allan*
- 2.5 Cloth dyes & dyeing in the eighteenth century, *Jenny Balfour Paul and Isabella Whitworth*
- 2.6 An outline history of the Exeter dyers, *A. G. Collings*
- 2.7 Exeter lead cloth merchants' seals – a provisional listing, *Peter Maunder and Michael A. Patrick*
- 2.8 Tillet blocks, *Michael A. Patrick*

## **3. Cloth**

- 3.1 Tiverton's woollen cloth trade in the 1760s, *Peter Maunder*
- 3.2 Sandfords, *Sarah Nuthall*

## **4. Pattern Books**

- 4.1 Westcountry pattern books, *Anita Travers*
- 4.2 Norwich pattern books, pattern cards and patterns, *Michael Nix*
- 4.3 Folding pattern cards: marketing Lancashire fustians in the 1780s, *Philip A. Sykas*

If you would like more details, please contact [todd@toddgray.co.uk](mailto:todd@toddgray.co.uk)

The volume is included in membership of the Society for 2020. It will be published in the autumn and available with membership at £16.50 or after publication at £30. To join and receive this volume on publication, please complete below and send with a cheque made payable for £16.50 to the Devon & Cornwall Record Society **by 1 October 2020** to DCRS, Devon Heritage Centre, Great Moor House, Bittern Rd, Sowton, Exeter EX2 7NL



Name:

Delivery address:

Email address (for confirmation of order and despatch):

Please tick next to the statements that apply:

- ☐ I consent to the DCRS passing my postal address to its publishers for delivery purposes
- ☐ I am happy for communications from the DCRS by email
- ☐ I am happy for communications from the DCRS by post

Our privacy statement: [www.devonandcornwallrecordsociety.co.uk](http://www.devonandcornwallrecordsociety.co.uk)





Reminder

## UPDATE FROM THE NATIONAL ARCHIVES

We're pleased to confirm that we will be giving everyone free access to our digitised collections very soon, but it's taking our amazing digital team a bit of time to make it happen.

They're facing similar challenges to the rest of the world with regard to connecting to our various technical systems while working from home, and many of them are also juggling childcare duties. Stay tuned for an update soon!

- To clarify, we're referring to digitised collections that are available on our website (and usually chargeable) – at this stage, this doesn't extend to our collections on other sites. **AB**

---

“I can only note that the past is beautiful because one never realises an emotion at the time. It expands later, and thus we don't have complete emotions about the present, only about the past.”

*Virginia Woolf*

“People are always shouting they want to create a better future. It's not true. The future is an apathetic void of no interest to anyone. The past is full of life, eager to irritate us, provoke and insult us, tempt us to destroy or repaint it. The only reason people want to be masters of the future is to change the past.”

*Milan Kundera*