

DEVON HISTORY NEWS

Newsletter August 2020. No. 26

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

EDITORIAL

I hope you have all survived the last few months. No doubt some of you will have distressing stories to tell. With normal life in suspension, societies such as DHS have rightly taken a back seat (it has taken me something of an effort to lift my head above the parapet). But, as things get back towards a new 'normal', the AGM on 10 October begins to loom on the horizon. This will have to be a 'virtual' meeting – by Zoom. It will start at 10 am. Nearer the time, we shall e-mail to you details of the log-in procedures. If you have not zoomed before, do not be too put off. I am a complete techno-duff but even I seem to be able to manage Zoom. It proved easy to download. It would be wonderful to have a quorum of members attending – a minimum of thirty. Business can be whittled down pretty much to approving the annual report and account and to the election of Council members. I hope there will be ample time for you to raise with Council any points you wish to. I am sure it will not be easy to juggle thirty or more participants, but I am equally sure we shall get by.



Please bear in mind that the Society will need to find a new President, a new Chairman and a new Treasurer by the 2021 AGM (I shall be standing down after six years in office, and my wife, Jan, after five as treasurer; Mark Brayshay will have also served two terms as an active, involved President.) I am pleased to say that Tim Lomas has offered to take on the role of secretary (vacated at this AGM by Viv Styles) – but this leaves open the role of programme secretary...and so it goes on. So, volunteers, please.

I am hopeful that the working-party which will review all aspects of DHS can meet in later August. If so, we may well be able to publish some interim proposals in time for the AGM. I remind members that I am anxious to have your thinking about how DHS 'works' and how we might approach an uncertain future. Do please contact me – via e-mail or post (13 Kingdon Ave, South Molton, EX36 4GJ).

Andrew Jones

Archives During Lockdown

March 2020 was a very strange and unsettling time. It had been virtually certain for a couple of weeks that we would be required to close to the public, but when staff left the Devon Heritage Centre and the North Devon Record Office, there was a strong sense of entering the unknown. It was always likely that we would be closed for months rather than weeks, and, while insignificant in comparison with the experiences which many people were enduring, there would be a wide range of challenges to face.

However, the vast majority of staff have adapted well to the new ways of working which we've had to embrace. These have included reduced contact with colleagues (individual people may decide whether this is a good or bad thing), greater reliance on our IT systems and the requirement to approach our responsibilities and workloads in a radically different way.

Like many other organisations, the South West Heritage Trust took advantage of the government's Coronavirus Job Retention Scheme, and approximately half the staff of the Devon Heritage Centre have been furloughed since early April. Among those who have remained, the focus has been on keeping up to date with enquiries, adding descriptions of collections to the archive service's online catalogue, and posting online content on Facebook, Twitter and our website. Regular online meetings of staff from the Devon Heritage Centre, the North Devon Record Office and the wider Trust have ensured that everyone has continued to feel part of a wider community of staff in spite of their individual isolation, and this has led us to consider different ways of delivering content in the future, including online talks and exhibitions. I made an online contribution to Crediton Library's Local History Day in early July, and there will be more to come in the future from myself, other staff and friends of the office

Before lockdown, the Westcountry Studies Library received a very generous grant of £2500 from the Kent Kingdon Trust towards purchasing new books. We have so far ordered around sixty new titles and Local Studies Librarian Kate Parr has been busy cataloguing them while working from home. There are some fascinating titles in our first batch including works on the Plymouth Brethren, collections of poetry, travel and walking guides, railway architecture and the Mayflower Pilgrims. Kate will soon be bringing them back and getting them onto the searchroom shelves for our visitors.

At the North Devon Record Office in Barnstaple, archivist Gary Knaggs has also been enhancing the data available on our collections database, as well as dealing with enquiries and processing some deposits of documents which came to his home, including a large box of missing documents from the parish of Goodleigh which were found in a shed near the vicarage. We have also repatriated from

Wiltshire a collection of documents relating to Lundy which are currently in Exeter but will make their way to Barnstaple for storage soon.

Along with our partners in Somerset, we were very pleased to pass the three year review of our accredited archive status, which is a designation granted by The National Archives.

For us, as for people in many other areas of the economy, it's clear that there are ways in which lockdown has demonstrated that working from home can be both beneficial and enjoyable. Employees can spend more time in familiar surroundings, without the stress of commuting, and, more importantly, without compromising their efficiency or productivity. However, we have not lost sight of the fact that the key responsibilities of any archive service – safeguarding archives and making them available for physical study – cannot be carried out remotely, so we have enjoyed welcoming back researchers on a limited basis. We hope to be able to expand the service over the coming months, but this obviously depends entirely on the future development of the pandemic and the advice we receive from the government.

We thank all our friends and users for their patience and understanding during this very difficult time.

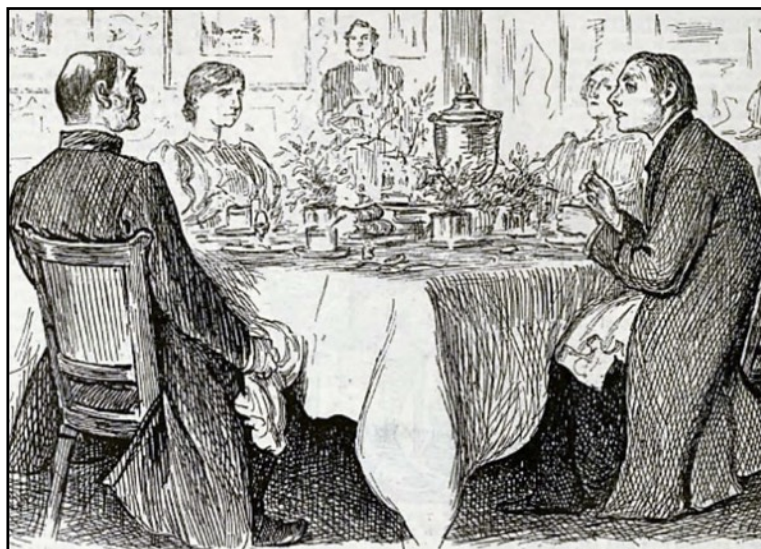
Brian Carpenter
Devon Archives and Local Studies Service

Clergy of the diocese of Exeter, 1700–1850

Many readers will be aware of the 'Clergy of the Church of England Data base', a valuable on line resource with the aim of recording all known clergy in the CoE between 1541 and 1835. At present, the coverage for Exeter diocese (Exeter and Cornwall) is patchy, particularly for the 18th century. Some years ago, I began to list the clergy between 1835 and 1850 – that gap between the end of the Data base and the beginnings of reliable clergy lists in the 1850s (earlier lists are notoriously unreliable). I quickly discovered that I needed to trace back towards 1800 to get a fuller picture of the clergy, and eventually back to 1700 (an artificial starting-point, of course, but you have to apply the brake somewhere – and the diocesan archive is fuller for the 18th cent than the 17th). I now find myself with my own data-base of the several thousand clergy who served in the diocese in one capacity or another between 1700 and 1850. In addition to the formal record of licence and institution, I have used the parish registers (from 1754, when we first get a consistent record of signatories in the Hardwick marriage registers) to reveal what was going on 'on the ground'. Up to the 1830s, there was a huge amount of 'informal' ministry, unlicensed and thus otherwise unrecorded by bishops and archdeacons. One of the side issues all this

reveals is the growing popularity of the sea-side as the middle and upper-classes sought out the 'sea-air' and the picturesque. Many clergy pop up in south Devon, Cornwall, and at Ilfracombe as 'officiating ministers' – these weren't locals from neighbouring parishes, but simply visitors, enjoying the benefits of the coast.

One of the benefits of the 'lock-down' has been the four months it gave me to cross-reference clergy and parishes, to build up list of clergy serving as incumbent and as curate in the six hundred-plus parishes in the diocese. Again, it has been interesting to see the huge numbers of curates, whether licensed or not, serving in nearly every parish at some time or another. And equally interesting to glimpse the conscientious incumbents who didn't use a curate but ministered (often for years and years) in their parishes. There were many ministries extending to over fifty years in the one parish.



True Humility:

*Right Reverend Host: "I'm afraid you have got a bad egg, Mr. Jones!"
The Curate: "Oh No, My Lord, I assure you! Parts of it are excellent".
a cartoon by George du Maurier, published in Punch, 9th November 1895.*

Andrew Jones

You can edit the Devon History News

The DHS Newsletter can now be produced on any half decent word processor without any extraordinary editorial, journalistic or IT skills (this edition has been made that way). There is no external printing involved and the whole document is made for distribution by email. If you enjoy collecting stories and items of interest from friends and colleagues in the DHS or further afield, and setting them out for members to enjoy, then this could be just the job for you. If you like writing too, so much the better. I have two more editions to produce before I resign from the post (February 2021 and August 2021) and if you are interested, you could be involved with these two editions to help you take up the reins. In essence it is a matter of chasing around for a month or so to get contributions in, prepare the document, then distribute it. A lot of it is done with help from colleagues on the DHS Council.

If you have ever wondered if you could do this vital job for DHS members, the answer is probably 'yes'. Please let me know and I will answer any questions you may have. The truth is – it's quite fun making a magazine like this!

Chris Wakefield

Editor – Devon History News

Devon in the 1920s – The ‘Iconic Images’ Competition

In February 2020 we advertised in *DHS News* for ‘iconic images’ that we could use in our publicity for the *Devon in the 1920s* project over the next few years. We invited local groups to trawl the archives and come up with photos from 100 years ago that really encapsulated what life was like in Devon in the 1920s.

Many thanks to all our members and affiliated societies who looked, and found some truly wonderful pictures evoking Devon life in the 1920s. These covered everything from a giant salmon taken from the Exe at Topsham to the road widening of Bideford Bridge! Our panel of three judges had a very difficult task to select just three out of the forty-plus sent in.

The three final winners (pictured) were:

- The Sunday Schools’ seaside outing setting off from Newton St Cyres, sent in by Newton St Cyres History Group
- A fine day on the beach at Dawlish, sent in by Dawlish Local History Group
- Harvest Home in the South Hams, from the Seale-Hayne collection, sent in by the Teign Valley History Group

The pictures all illustrate important aspects of Devon life. The Sunday Schools’ outing illustrates the way in which community life was flourishing, and also the opportunities presented by the growth of motor transport. The beach at Dawlish shows a wide range of people enjoying seaside activities. Some may be local, others the holiday-makers on whom Devon’s economy was becoming increasingly dependent. Skirts are shorter than before the war, even if some of the men haven’t yet learned the art of dressing down! But, as the harvest home picture of a family’s pride that ‘all was safely gathered in’ shows, much of Devon’s rural life, particularly in small communities, continued as it had always been.

The harvest home picture is also a bit of a puzzle. Does anyone recognise the family or, though there are not many clues in it, the setting? The Devon harvest trolley featured was popular in the hilly landscapes of Teignbridge and the South Hams. As the photograph is included in an album given by someone (identity not traced) to Seale-Hayne College in which many of the pictures are of the college and the first post-war students in 1920 it is probably taken somewhere local to Seale-Hayne. Was one of the students helping out at a local farm and thus privy to this triumphal moment? If you can help with identifying people or place, please let Julia Neville know. And indeed, do get in touch with Julia if you have any memories or pictures of life in the 1920s. She can be contacted via the DHS website or at j.f.neville@btinternet.com

A Family Harvest Home in the South Hams, 1920



Posed for the camera, three generations of a farming family celebrate harvest home in 1920 with the sense of a job well done. Gran has put on her best dress, even if she symbolically holds a pitchfork. Her husband and son have put on clean shirts. There's a neat thatch roof on the corn rick and the Devon harvest trolley is empty. Mum holds the cat, and the children (also in best clothes) are placed on the trolley and the horses.

Who are they? We'd very much like to know. Devon History Society wants to use this photograph as part of their gallery of images in the 1920s, and we'd like to give them their names and identify their farm. Can you help?

There are a few clues to a possible location. This photograph comes from a small album owned by the 'Seale-Haynians', former students at Seale-Hayne Agricultural College near Newton Abbot. The whole album is available on the Gallery page of the Seale-Haynians website (see 'More photographs from the 1920s'). It's clear that it was put together by someone who was involved with the college as soon as teaching started again after the First World War, in January 1920.

This fits with the type of location in which the Devon harvest trolley was principally used – small hilly farms such as can be found around Seale-Hayne in the triangle formed by the A38 and the Bovey Tracey and Ashburton roads out of Newton Abbot. Its high back allowed ropes on rollers to secure the load. In

fact many people will remember one used as a landmark on the road in the very similar area between the A38 and Dartington, marking the turn off to Riverford.

But how the photograph got into the album is a bit of a mystery. The rest of the photographs are evidently taken inside and around the college itself, and feature the students, and the tractor trials for which Seale-Hayne became well-known.

This one doesn't quite seem to fit. But perhaps the photographer – with some of the students – lent a hand during the holidays to help get the harvest in not just on College Farm, but on other nearby farms too. It was a tradition that all available hands were drafted in to help.

Does anyone recognise the family? Is there a matching photograph in your family album? If so, please get in touch.

On the Beach at Dawlish



This picture shows a busy Dawlish town beach on a sunny day sometime in the early 1920s. The difficulties of the First World War are over, and people are out to enjoy themselves. They may be locals, or day trippers down on the train from Exeter or further afield. To our modern eyes the picture appears strange because of the costumes that adults and children are wearing. They look overdressed for the beach, even though many of

the skirts are shorter than they would have been ten years' earlier. The men are even more formally dressed and include two gentlemen in three-piece suits, and one in a bowler hat.

Rules of seaside behaviour had begun to ease early in the 1900s, and sexual segregation on beaches gave way to 'family bathing' and then 'mixed bathing'.. Sitting on the beach while the children paddled and built sandcastles became normal but the idea of wearing 'bathing costumes' for anything other than 'bathing' came in only gradually during the 1920s. In the picture the only person actually wearing a bathing costume is standing in the doorway of the bathing pavilion, and may possibly be performing the role of lifeguard, in case one of the paddling children gets into trouble. The towels and costumes drying on the rail do show that some venturesome spirits had been in for the 'Dawlish Dip'.

The picture was reproduced as a postcard by local firm Chapman & Son postcard; the distinctive back sloping writing was by Lilian Chapman and the photographer was probably her brother Stanley. To take the picture it appears he was balanced with his heavy glass plate camera on top of a high ladder, and this has attracted the attention of the assembled children in the foreground.

In the middle of the picture is the Bathing Pavilion. This was built in 1880 as the Ladies' Bathing Pavilion, and originally consisted of a row of 30 changing cubicles with a central corridor, a 'Reading Room' with daily newspapers and periodicals, a piano for entertainment, a small laundry and a ticket office. After serious storm damage in 1891 the pavilion had to be partly reconstructed and after a further storm in 1915 the 'Reading Room' section was pulled down. The building was then used by both sexes. The pavilion was eventually demolished in 1940 under the peculiar notion that it could somehow assist a German invasion.

The Newton St Cyres Sunday Schools Outing 1924



Local church and chapel members in Newton St Cyres turned out to join the combined United Methodist and Parish Church Sunday Schools outing, or to watch its departure, on Tuesday 1 July 1924. The clear shadows cast by the roofline of the old Crown and Sceptre show how lucky they were with the weather – just the kind of day for a seaside trip.

The photograph shows the four large buses which had been chartered for the day. Mr Cornish is the driver of the lead bus, and Miss Gladys Cole, beside him, was one of the organisers. The Coles lived opposite the Crown and Sceptre, where Mrs Cole (in white) is standing in the photograph. Walter Cole, who ran a smallholding where the village car park is now, also kept cows and had a local milk delivery business with a horse and cart. Gladys's sister Win, and Miss Win Harris, daughter of the landlords of the Crown and Sceptre were also involved in making arrangements for the trip. George Rowe of Cartaway Farm, the young man with his head sticking out of the window of the leading bus, was another of the organisers.

The buses drove via Exeter over Haldon Moor, where the scenery 'attracted much attention', and through Kingsteignton to their first stop at Teignmouth for lunch, boating and other amusements and a 'splendid tea' at Jervis Café. Then it was back via Dawlish, where another two hour stop was made, and home through Starcross, Exminster and Alphington. Buns, oranges and sweets were handed round and home was reached at half past nine.

This postcard, published in the Newton St Cyres Millennium book in 1999, was supplied by local postcard collector Tim Sedgwick and was taken by Brinicombe, a local photographer.

Unfortunately the Crown and Sceptre was burnt down in 1962, together with the thatched cottage beyond it so the scene is not immediately recognisable today. The house at the far end, until recently the post office, remains.

Julia Neville

Samuel Taylor Coleridge 1772 - 1834

By wide agreement, the poet-philosopher Coleridge is Devon's most important and famous historic literary figure. Born in Ottery St Mary, where his father was the vicar, Coleridge's childhood was thoroughly Devonian – rural, local, much occupied by the church, the natural world and farming, but in Coleridge's case, also reading, playing on his own in the churchyard, and discussing issues of weight with his father (he was astonishingly precocious). His later rise to public notice and eventual celebrity status, was an experience by turns joyful or excruciatingly painful for him – both physically and spiritually. The most famous of his poems, written in the late eighteenth century and early in the nineteenth – are expressions of a new sensibility in writing which became known as English Romanticism. Coleridge, with Wordsworth, were the motive power behind that cultural shift.



Coleridge has never been lauded in the way his less troubled friend Wordsworth has been. Ottery St Mary Heritage Society is helping one of its offshoots – a Ottery based charity called Coleridge Memorial Trust, to raise funds for a statue to Coleridge in the churchyard of Ottery's glorious parish church, once the heart of the College of Canons founded there by John Grandisson, Bishop of Exeter, in 1335. If you want to help with the project, visit the Crowdfunder currently in operation at

<https://www.crowdfunder.co.uk/coleridge-memorial-statue>.

Chris Wakefield

(Trustee – Coleridge Memorial Trust)

Pressing Concerns

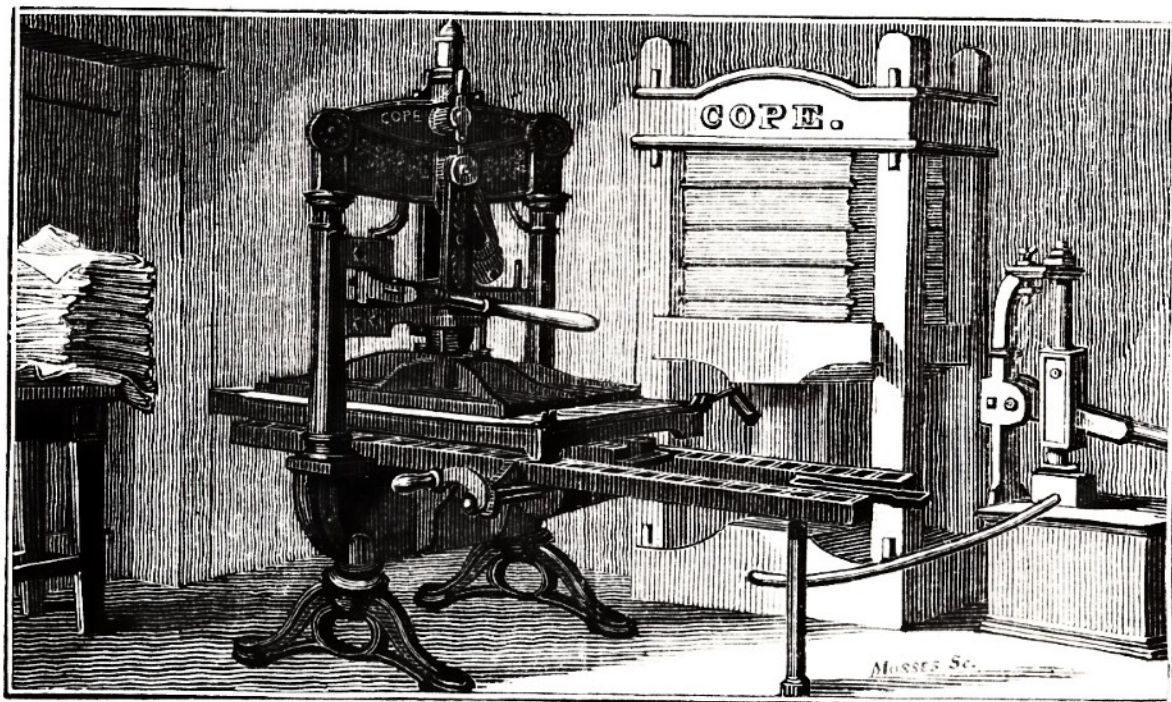


Fig. 3. The Albion Press. Wood engraving by (Thomas?) Mosses, from Johnson, *Typographia* (1824). Enlarged $\times 2$.

They don't make 'em like they used to....

How many of you are passionate about ancient technology? Maybe not the technology of our ancient forbears whose artefacts are the proper study of archaeologists. I'm thinking of 'modern' machinery - from 1700 onwards and up to the end of the 1920s say. In fact anything from the 1920s would be very interesting (and for just this particular period - the 1920s - motor vehicles are allowed). Anything practical, old enough to be of interest to us today and preferably still functioning. Not everything will be suitable for publishing, but I would like to know what you've got anyway. Send a photo or two and a few lines (up to 500 words to say what it is and what impresses you about it.

Here's a perfect example from Viv Styles:

When printing a document can be done on your own desktop at the touch of a button, it is worth recalling that a page of print was once created by the laborious process of picking out metal letters, assembling them into words, coating them with ink and transferring the ink to the surface of paper by means of pressure. Even this was a huge step forward from the creation of a single carved wooden block, an intensive process and marginally less time consuming than writing an entire book out by hand. Your thoughts have probably already jumped to the 15th century and Gutenberg's printing machine, which was the first use of movable metal type placed into a wooden tray. Individual brass letters were created in reverse and used to make moulds with which any number of reusable letters could be made from molten lead. In 1452, 180 copies of the bible were printed using 300 separate letter blocks in Gothic type to

make forty-two lines of text in double columns on each of the 1,300 pages per volume. This could not have been achieved without the invention of ink which would adhere to the metal type and transfer easily onto the paper or vellum.

By the first half of the sixteenth century the functions of printing ink manufacturer, typesetter, printer, publisher and bookseller were established industries in their own right. The celebration of Gutenberg's invention generally focuses on the fact the



The Albion press. a triumph of mid Victorian engineering.

press enabled wide dissemination of ideas but his genius lay in the technical process itself. Movable letters enabled a printed page to be proof read, edited and corrected. While early type was closely based on handwritten script, a whole new discipline of typography was created, leading to the endless variations of typeface from Gothic to Roman. The individual letters were sorted into compartments for words to be composed at speed. If the letters got into the wrong compartments they would be 'out of sorts'. The need to reverse the letters sometimes lead to a confusion between p and q, so of course, compositors always had to 'mind their ps and qs'. When a page of typeset was assembled in wooden trays it was put to bed, placed onto the bed of the press for the paper to be laid on top. Illustrations could be inserted into the text, as long as the blocks were type high and skilled engravers provided the means to illustrate text. Thomas Bewick (1753 -1828), a printmaker and engraver, revived the use of wood

engraving and is best known for his natural history illustrations. In the three centuries following Gutenberg's invention methods of printing words and pictures remained essentially unchanged.

The printing machine itself, known as the press, now becomes the star of the story. In the early nineteenth century the mechanical manufacture of paper led to a ten-fold increase in production and the price of paper fell by at least a quarter. Around the same time the third Earl Stanhope invented the process of 'stereotyping' (a process



Hopkinson and Cope's version of the Albion was topped with their decorative brass finial.

known in France as 'cliché') by which a cast was made of a page of type, thereby preserving a page for future reprints without having to reset the entire text. These developments would inevitably bring down the cost of printing, but an even greater development by Stanhope was the creation of an iron press in 1804. By replacing the wooden press with a metal structure, the size of the bed could be increased and an imprint could be achieved in one pull of the lever instead of two, doubling the amount of copies that could be produced per hour. By 1830 the three main manufacturers of cast iron presses were Stanhope; George Clymer, an American who called his press the Columbian, and Richard Whittaker Cope, who manufactured the Albion press. John Johnson wrote an exhaustive treatise on the art of printing, *Typographia, or the Printer's Instructor* (1824) and stated that these presses were the only three worthy of a printer's attention. He describes

the Albion in minute detail and with

enthusiastic praise for the Albion's simplicity, strength and ease of working. Around 200 presses were manufactured by Cope and after his death the business was continued by John Hopkinson, who made some minor improvements. For the rest of the



century the style was Hopkinson and Cope, cast on the staple of the press and often bearing a brass plate above.

More than a hundred years later many of these cast iron presses were still in use, not only by small printing and publishing firms but also as standard equipment in many art schools where they were used for relief printing of all kinds and notably wood engraving. In part influenced by the work of Thomas Bewick, Reynolds Stone (1909–1979) began engraving in 1930 and moved from Cambridge to Taunton in 1934 to work at the printing firm of Barnicott and Pearce. He is probably best known for designing the bank notes which were in use until decimalisation. He and his wife Janet settled to live in Litton Cheney in Dorset in 1953, where he lived for the rest of his life. In the 1960s he researched the history of the Albion press.

Widespread use of the computer led to a revolution in printing methods in the 1970s and hundreds of these magnificent presses were consigned to the scrapyard. Only a few enlightened souls held on to these sturdy feats of Victorian engineering and I am proud to be the current custodian of a small Hopkinson and Cope Albion press, Number 4776, dated 1865. It is still in perfect working order, requiring very little maintenance and no other power than a strong arm. I obtained it in 2013 from Dr Roy Millington, former Head of Printing at the Sheffield College of Art and for many years an honorary archivist of Stephenson, Blake and Company Limited, the dominant typefounders of the nineteenth century. I keep in touch with Roy at least annually, with a wood engraving Christmas card, printed using the Albion, to let him know the press is still in use and that it is a treasured piece of history in my home.

Viv Styles

For more information:

Millington, Roy (2002) *Stephenson Blake: The Last of the Old English Typefounders* New Castle, Delaware and London, Oak Knoll Books and The British Library.

Steinberg, S.H. (1955) *Five Hundred Years of Printing* Baltimore, Penguin Books Ltd. (Reproduced by Dover Publications in 2017).

Reynolds Stone, Alan (1966, with supplements added in 1967 and 1971) *The Albion Press Journal of the Printing Historical Society* #2.

Ugnow, Jenny (2006) *Nature's Engraver A Life of Thomas Bewick* London, Faber and Faber.

<http://printinghistoricalsociety.org.uk>

<https://www.reynoldsstone.co.uk/about>



'Primroses'. Wood engraving by Viv, printed on the Albion. April 2020.

“By Wagonette and Charabanc”

Peter Mason was due to give this paper at the launch event for the Devon in the 1920s project in March 2020. Rather than delay things further we thought members would like to read it now. As Peter’s last paragraph implies he is looking for other people interested in researching this topic. If you are interested in joining in, please get in touch with the project via the DHS website, or respond direct to Peter or to Julia Neville.

An Introduction to TOURISM on DARTMOOR in the 1920s

Peter F. Mason

They come by wagonette, a vandal brood;
They sprawl at leisure – ‘a great herd of swine
Feeding’; and having fed they strew around
Paper, smashed glass and cardboard on the ground,
Leaving, where none but the gods might meetly dine,
Food wrappings and the relics of their food.”

This verse, first published in *Punch*, was quoted by Breton in *Heart of Dartmoor* in 1926¹. In April 1923 a journalist writing in the *Western Evening Herald* described the scene on Dartmoor on Easter Monday:

Not since pre-war days have I seen such multitudes of people flocking Dartmoor way as was seen on Monday. In charabancs, motor cars, converted commercial lorries, in a variety of horse-drawn vehicles, on motor or push bikes, and on foot, they all made for Devon’s great uplands – the freedom fields of the West. ²

These quotes show how day trippers had returned to Dartmoor in the years following the end of the First World War. In August 1919, even before the Armistice had been signed, thousands of people set off for their first holiday in years³. However a memorial in North Bovey which marks the signing of peace with Germany on 10th

¹ *Heart of Dartmoor* Breton H., 1926 quoted in *The Discovery of Dartmoor* Milton P., Chichester 2006 p200

² The Charm of Dartmoor, *Western Evening Herald*, April 1923 (Sourced from *Legendary Dartmoor* 25/03/2020) Easter Monday was on 2nd April in 1923

³ *The Long Weekend, A Social History of Great Britain 1918 – 1939* Graves R. & Hodge A. Hutchinson edition 1985 p34

January 1920, is a reminder that although fighting had ceased, the War wasn't formally over until the beginning of that year.

Dartmoor became a tourist destination in the late 18th and early 19th centuries. When touring in Europe was brought to a halt between the late 1780s and 1815 during the French Revolutionary and Napoleonic Wars travellers looked to the dramatic landscapes of the Lake District, Wales and Scotland for inspiration. Devon, which was already established as a tourist destination, was also visited and Dartmoor provided sought after striking scenery. Incidentally, the word 'tourist' did not come into common usage until the 1780s and the word 'tourism' was not coined until 1811, initially with a deprecatory meaning.⁴

A key event in boosting tourism in the nineteenth century was the coming of the railway, with the first through train reaching Exeter on 1st May, 1844. It is no coincidence that Samuel Rowe's *A Perambulation of the Ancient and Royal Forest of Dartmoor* was published in 1848 and the first guide book that we would recognise as such, *Murray's Handbook for Travellers in Devon and Cornwall*, was published in 1851. Railways spread around Dartmoor in the coming years: Newton Abbot to Moretonhampstead opened in 1866 and the northern route via Okehampton and Lydford was completed in 1874.

Numbers of visitors to Dartmoor continued to increase during the last decades of the nineteenth century and the first fourteen years of the twentieth. Although visitors stopped coming to Dartmoor when War was declared in 1914, tourism did revive during the war years – possibly more so on Dartmoor than at seaside resorts. After the War, in the words of David Parker, “superficially life across the county seemed unchanged. As always, age-old sights and activities intermingled with signs of modernisation.”⁵

Although, as we will see, there was an increasing appearance of cars in the 1920s, railways were still supporting tourism in the inter-war years. This poster (Fig. 1) designed by Frederick Widgery was issued in 1925 by the Great Western Railway.

It has been said that the First World War was “like an iron gate, separating the present from the past”⁶ and I think that, as far as Dartmoor tourism is concerned, this may be the case. The 1920s possibly mark the tipping point from the eighteenth and nineteenth century perception of Dartmoor as a “Wild & Wondrous Region” to how the moor came to be seen in the later years of the twentieth.

⁴ *Dartmoor, A Wild and Wondrous Region, The Portrayal of Dartmoor in Art, 1750 – 1920* Mason PF., RAMM 2017 p15

⁵ *The People of Devon in the First World War*, David Parker, History Press, 2013

⁶ *The Guns of August*, Barbara W. Tuchman, Four Square Books 1965

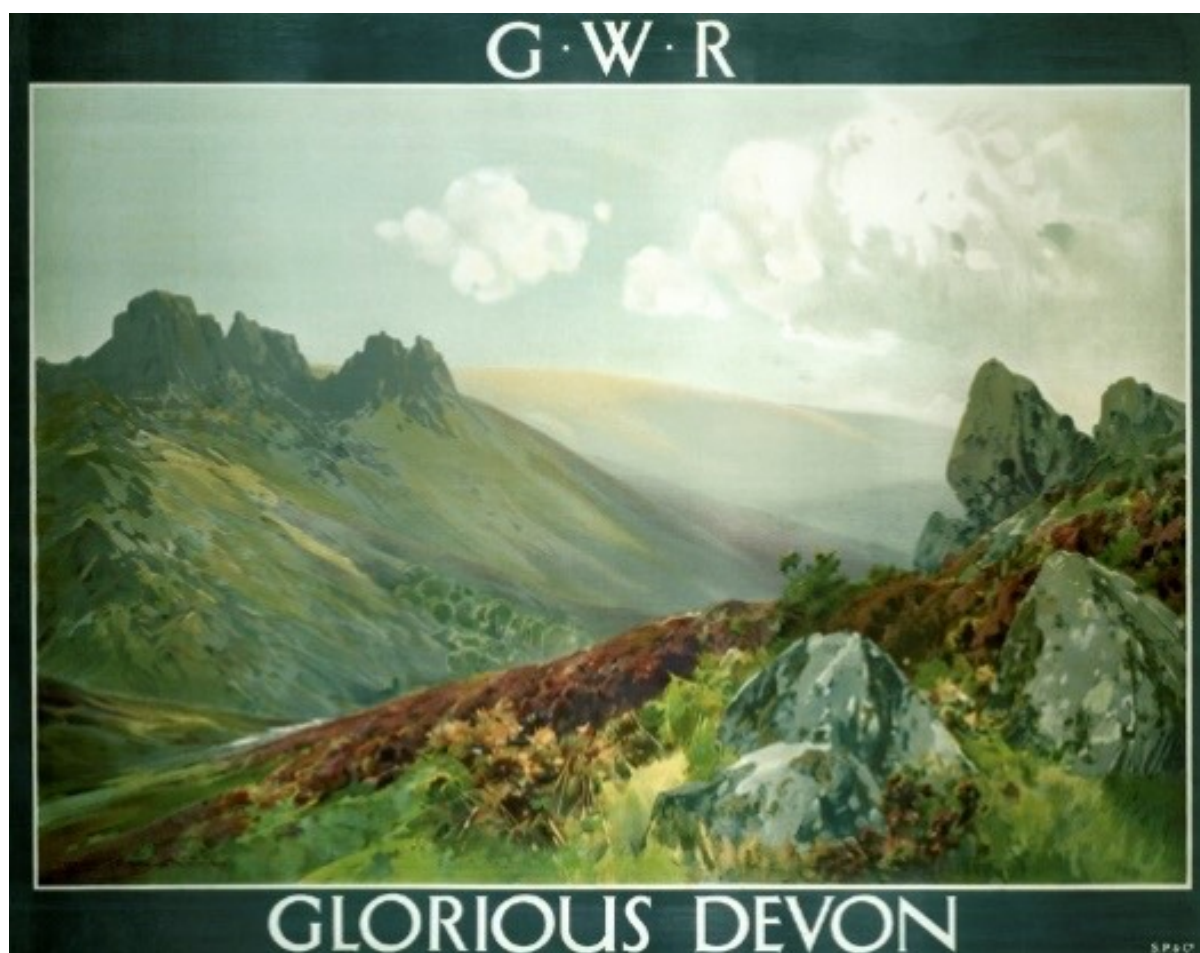


Fig. 1 Great Western Railway poster, FJ Widgery (1861 – 1942) © NRM / Pictorial Collection / Science & Society Picture Library

As the country emerged from the War, confidence that visitors would want to come to Dartmoor was high. For example, in 1920, Thomas Cook's Bristol Office was advertising a six day 'Grand Tour' visiting Wells, Cheddar, Lynton, Ilfracombe, Newquay, Penzance, Land's End, Truro, Torquay and Dartmoor. First class hotel accommodation, all meals and gratuities were offered for a 'strictly inclusive' fare of 14 guineas.⁷

Locally in 1919, in addition to accommodation offered by hotels and public houses, apartments were listed in Kelly's Directory by twenty-one people in Okehampton, fourteen in Chagford, eleven in Belstone, nine in Moretonhampstead, seven in Lustleigh and six in Bovey Tracey. Other places with apartments to let included Brentor, Dousland, Ilsington, Postbridge, South Brent, Sticklepath, Tavistock, Walkhampton, Yealmpton and Yelverton. In fact, visitors had the pick of every town and village on and around Dartmoor.⁸ A range of options were probably offered by the proprietors of the apartments ranging from room only, through bed and breakfast to full board. Access to a sitting room might also have been on offer.

⁷ Western Daily Press 21/07/1920 [British Newspaper Archive accessed 3/05/2020]

⁸ Information from Kelly's Directory 1919 Devon accessed at specialcollections.le.ac.uk

The names of the properties no doubt helped to attract bookings: Dartmoor House, Moorland House, Tors Park and Moors Hall in Belstone, Moorland View in Bovey Tracey, Moorlands and Teign View in Chagford, Cleve House in Lustleigh and Dartmoor View in Moretonhampstead, to name but a few. The quality of the accommodation may have sometimes left something to be desired: writing in the first edition of *Small Talk at Wreyland* published in June 1918, Cecil Torr suggested that the ‘craze for rustic lodgings’ was comparatively new. He went on to comment that

People crowd down here in summer, and will put up with any kind of lodging, as they mean to be out-doors all day. I have heard of rooms with “Wash in the Blood of the Lamb” in illuminated letters, where there should be a wash-stand.⁹



Fig 2 Advertisement card for the Moor Park Hotel, Chagford, postmarked July 1926
© Greeves Collection

Hotels were also advertising the attractions of Dartmoor. The Moorland Hotel at Haytor boasted that it was “situated at the foot of the far-famed Haytor Rock.” The nearby Ludgate Hotel prided itself on being “most charmingly situated right on the moor near Haytor Rock.” It also had a garage and motors for hire. The Two Bridges Hotel, near Princetown, was an “ideal centre for the moors” and the Tors Hotel at Belstone was “right on the moors.”¹⁰

⁹ *Small Talk at Wreyland* Torr C., Cambridge 1st Series 1918, pps 56/57

¹⁰ Western Morning News and Mercury 20/05/1926 [British Newspaper Archive accessed 3/05/2020]

Although there was an occasional listing for a Boarding or Lodging House and “Board Residence”, there are no references to Bed and Breakfast accommodation. Although the term appeared in *Bradshaw’s Railway Guide* in 1910, it didn’t come into widespread use until the 1930s. JL Hudson in *Our Two Englands* published in 1936 described it as “a new form which the historian should make a note of.”¹¹

From the start of the decade there were those who were seeing the commercial potential of tourism to Dartmoor. In a scheme never to be fulfilled Dartmoor Restaurants Ltd issued a prospectus in March 1922. The company planned a ‘modern and up-to-date Pavilion Restaurant’ to be located on the high ground overlooking the Two Bridges Hotel.¹²

Horse drawn coaches had taken visitors on trips to scenic spots, such as Haytor, in the nineteenth century and the early years of the twentieth. These were usually linked to or run by the railway companies and after the War motor vehicles became a common sight. In 1923, for example, GWR began an expanded series of daily road excursions from Bovey Tracey and Moretonhampstead, using their own fleet of ‘Road Motor’ vehicles – largely Daimler built charabancs. In 1925 these vehicles carried 19,696 passengers from Bovey Tracey and 24,446 from Moretonhampstead & Chagford.¹³

Bernard Mills in his book about Dartmoor railways, refers to so-called “Woolworth Specials”, run by GWR between the Wars, on Wednesday afternoons, summer evenings, Sundays and Bank Holidays from Plymouth to Plym Bridge and Yelverton. Numbers peaked in the 1930s with passengers coming “literally in their thousands.”¹⁴

Devon General was set up in 1919 and Bulpin’s of Newton Abbot started “Pride of the Moor” tours at a similar date. However, one of the most adventurous firms, whose name still exists today, was Gray Cars, established in 1913. In the 1920s they set up a series of tours from various locations in south Devon, including Torquay. Tours to places such as Lydford Gorge, Princetown, Postbridge, Becky Falls, Haytor and Fingle Gorge were advertised in various ways:

This Tour – by the aid of our Grey Torpedo Car – is specially designed to solve the problem [of distances to be travelled] and is unique in the route planned, as it opens to view many remote scenes of picturesque interest. Many visitors from our crowded towns have found great pleasure in this delightful Tour, and have accorded it unqualified praise. This circular journey is specially planned in

¹¹ Oxford English Dictionary on-line <https://www.oed.com/> accessed 26/05/2020

¹² Quoted in *Quartz and Felspar* Kelly M., Vintage 2016 p184

¹³ *The Moretonhampstead Branch, A Railway from Shore to Moor* Owen J., Kingfisher Railway Productions 2000 p61

¹⁴ *Railways Round Dartmoor* Mills B., PiXZ Books 2019 p105

order to convey the tourist to most of the salient points of interest on Dartmoor, embracing an infinite variety of attractive scenes.¹⁵



Fig 3 Advertisement for Grey Cars in Ward Lock's Dartmoor 1921

¹⁵ *Motor Tours in South Devon by the Grey Torpedo Cars* 1925 Cheltenham [West Country Studies ref: p388.3222 TOR/GRE]

Passengers were given the chance to pause “at the gateway of the famous Prison” in Princetown; “to stroll under the trees – crossing a rustic bridge” at Becky Falls – the falls themselves being “not very spectacular” in summer; and to climb to the top of Haytor “by the aid of a hand-rail”. At Fingle Bridge they were invited to reach the Gorge and Glen:

...by a meadow-path ... the Gorge is spanned by a time-worn bridge, wreathed with ivy, rising above the silvery waters of the Teign. Hemmed in by lofty hills, thickly studded with tall trees, the ground below carpeted with ferns and mossy growths, the view never fails to satisfy the eye of the artist, and also every lover of natural beauty.¹⁶

Trips could last eight hours and cover ninety miles, although half day trips were also offered. Visits might end with tea at the Dolphin Hotel, Bovey Tracey, for example, where refreshments were offered at “Reasonable Prices”.¹⁷ A visitor to Lustleigh commented on the charabanc parties in the Visitors Book kept at the station:

I’ve spent a day and ere I leave,
A word of praise for Lustleigh Cleave,
Char-a-banc parties crane their necks,
The short-sighted ones don their specs – and marvel.¹⁸

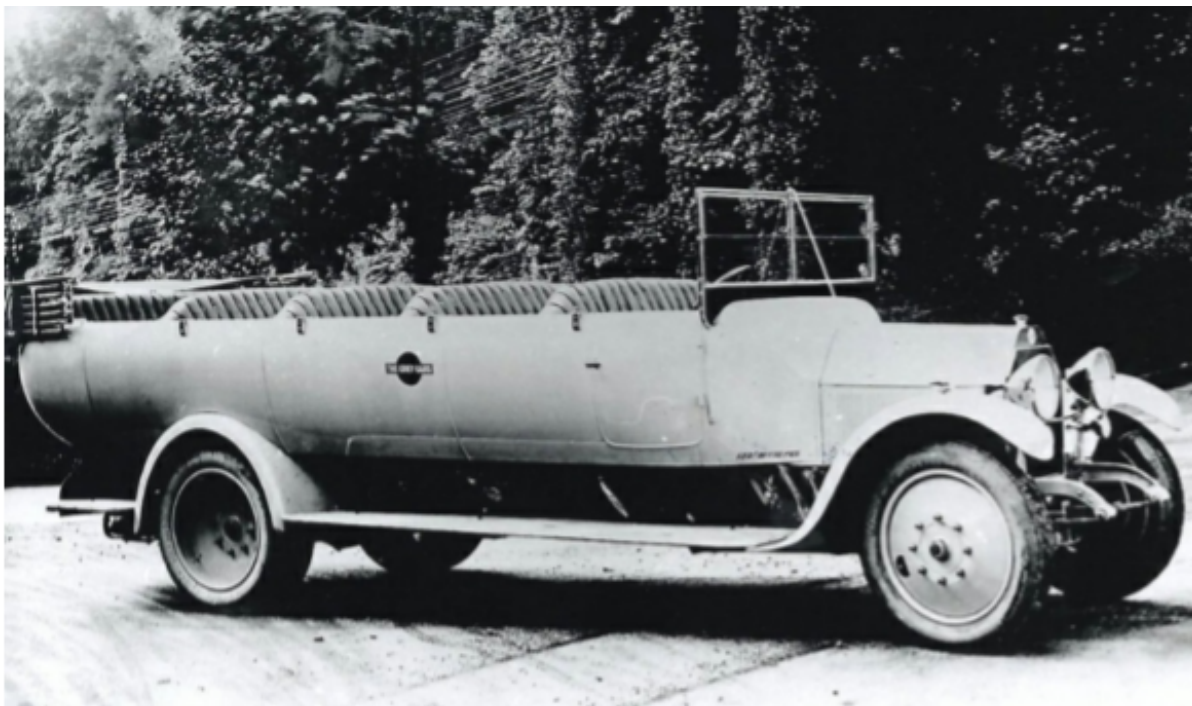


Fig 4 20 seater Grey Cars vehicle, 1925

¹⁶ *Motor Tours in South Devon by the Grey Torpedo Cars* 1925 Cheltenham [West Country Studies ref: p388.3222 TOR/GRE]

¹⁷ *Ibid.*

¹⁸ GWR Magazine v35, No 7 July 1923 [Copy of article held by Lustleigh Community Archive]

Hopkins & Sons were another company to run motor coach tours across Dartmoor in the 1920s. Their “Blue Moorland Cars” started from Dawlish at 2.15 p.m., returning at 7.15 p.m. and took the passengers to “the very heart of Dartmoor”. The trip was described as: “Truly a journey through some of the most picturesque country in the British Isles. To know Dartmoor is to love it.”¹⁹

Writing in 1925 Clinton-Baddeley commented that “every year hundreds of visitors crowd to the villages on the fringes of the moor, and over the high roads char-à-bancs and motor-cars exercise a shallow *de facto* jurisdiction.”²⁰

In 1986 in an article in the Dartmoor Magazine Roy Chorley recalled

...that the ten years from 1920 to 1930 were of special significance for the people of Dartmoor ... The immediate cause of change being the new transport ... Crude as was this early transport it soon began to reduce the seclusion of the moorland villages. It affected even the towns as then came private cars in ever greater numbers often on their way to what became known as “beauty spots”²¹ ... Cars were open tourers and when the hood was folded back all the passengers were clearly visible and in the early twenties I would wave to them and generally receive a friendly response.²²

Through the 1920s private cars were an increasingly frequent sight. However, they were not always welcome:

... a recurring newspaper theme throughout the early Twenties was an attack on motorists as ‘road-hogs’. Roads in some parts of England were indeed thoroughly unsafe for motor traffic – narrow places, banks and hedges concealing turnings, bottle-necks, restive horses, unattended railway crossings.²³

In 1921 Newton Abbot Rural District Councillors were discussing widening the road outside the Moorland Hotel at Haytor. They were far from convinced that they “should be called upon to maintain roads in [their] district that are used principally by visitors”. Mr. W. H. Whiteway Wilkinson declared that

Some afternoons in the summer these roads are almost like Piccadilly. No one, unless they were on the spot, had any, conception of the traffic that was on

¹⁹ Hopkins & Sons Tourist Brochure, Simon Butler collection

²⁰ *Devon* Clinton-Baddeley VC., London 1925 pps 88-89

²¹ The use of the words “beauty spot” dates back to 1846 [OED online Accessed 12/03/2020] but may not have been in wide use until the twentieth century.

²² *Dartmoor in the Twenties* Chorley R., Dartmoor Magazine No 5 Winter 1986

²³ *The Long Weekend, A Social History of Great Britain 1918 – 1939* Graves R. & Hodge A. Hutchinson edition 1985 p181

these roads in the summer. The danger to the public also was no mean item, and the serious question that arose was whether rural parishes ought to be saddled with the huge expenditure of their upkeep for the sake of the pleasure-seekers from all parts the country.²⁴

Mrs Stawell wrote in the updated version of her book *Motoring in the West Country* published in 1925:

Not many years ago Heytor was the essence of wild solitude. At some seasons no doubt it is so still. But all through the summer, except at early and late hours of the day, a constant stream of motors and charabancs brings a large population to the foot of this famous rock.²⁵

The author again suggested that enquiries would have to be made about the state of the road from Drewsteignton to Fingle Bridge because "... not very long ago there was no way to the riverside but an extremely steep and narrow lane, with no surface worth mentioning."²⁶

At Lustleigh the author pointed out that for drivers

...spaces ... are limited. Drivers of large cars will be wise if they turn near the church under the elms, or, if they wish to explore further, make enquiries before they pass beyond that point. It is always worth while to make enquiries now, for new roads are constantly being made and old roads widened.²⁷

This contrasts with what she wrote in the 1910 edition about Lustleigh:

Drivers of large cars must turn near the church under the elms, and see Lustleigh on foot, for there is no turning point further on, and the road beyond the village is impracticable. Its beauty is alluring, but its steepness is serious, and such is its narrowness that even a car of moderate size brushes the hedge on each side. ²⁸

Even in the late 1920s, although road surfaces were being improved (see Fig 5), visitors to Lustleigh were still being advised to park their cars on the green by the church steps and walk to the Cleave – the road beyond the village “being unsuitable for motor vehicles”²⁹. By June 1928 Lustleigh Parish Council was considering the

²⁴ Western Times 11/11/1921 [British Newspaper Archive accessed 3/05/2020]

²⁵ *Motor Tours in the West Country* Stawell R. Mrs., London 1925 p78

²⁶ Ibid., p81

²⁷ Ibid., p80

²⁸ *Motor Tours in the West Country* Stawell R. Mrs., London 1910 pps 59/60

²⁹ *Pocket Guide to Devon* Bell G & Sons, 1929

problem of car parking in the centre of the village.³⁰ In 1929 the Council accepted a gift of three wire litter baskets to be sited in the centre of the village³¹ and by 1931 William Bibbings, proprietor of the general stores in the centre of the village, was selling petrol.³²



Fig 5 Road-menders at Lustleigh, 1930 © Lustleigh Community Archive

The road referred to was the route to a much-used, even today, entrance to Lustleigh Cleave at “Heaven’s Gate”. As far as I’ve been able to ascertain the first reference to “Heaven’s Gate” comes in Black’s *Guide to South West Devon*, published in 1925. Lustleigh Cleave had been popular with visitors since the early years of the nineteenth century having been described as being ‘far-famed’ as early as 1848.³³

³⁰ Lustleigh Parish Council minutes, 11/06/1928

³¹ Lustleigh Parish Council minutes, 10/06/1929

³² Advert in Lustleigh Parish Magazine, July 1931

³³ *A Perambulation of Dartmoor* Rowe S., 1848 [Devon Books 1985 edition] p136



Fig 6 A party picnicking on Lustleigh Cleave in the 1920s (Private collection © Lustleigh Community Archive)

The history of cafés and refreshments rooms is a difficult area to research as their existence was sometimes short lived, particularly in the case of tea gardens, often opened on an ad hoc basis when passing trade suggested an opportunity to make some income. This photograph (Fig 7) of a house at Sourton on the north-west corner of Dartmoor with a sign pointing to ‘Teas’ is an indication of how temporary some facilities might have been.



Fig 7 House at Sourton, early 1920s © Greeves Collection

Kelly's Directory for 1919 did list Refreshment Rooms run by Miss Annie Codd in Fore Street, South Brent; at Kestor House, Chagford run by Miss E. Lyddon; by WMT Allin and Son at 8 and 10 West Street, Okehampton; Mrs E Bowden in Princetown; and at 33 Western Road, Ivybridge run by J Freeman. There were also Refreshment Rooms run by Spiers and Pond at both Okehampton and Tavistock Stations.

Without doubt facilities for providing refreshments were set up at all the main beauty spots around Dartmoor. They would therefore be found at Haytor, Dartmeet, Fingle Gorge, Becky Falls and Lydford Gorge, among other places.

As we have already seen Haytor, “the Mecca of char-à-bancs”³⁴, was a very popular place for visitors throughout the 1920s and beyond. This postcard (Fig 8) published by the Haytor Tea House was postmarked 1925.



Fig 8 Interior Haytor Tea House postcard © Author's collection

Although further research is required, it appears that as well as there being two hotels at Haytor, as well as the Rock Inn at Haytor Vale, there may have also been two cafés. Figs. 10 and 11 show two views of the temporary looking Long Barn Café, Haytor possibly taken in the mid-1920s.

³⁴ *Devon* Clinton-Baddeley VC., London 1925 p122



Fig 9 Haytor Tea House postcard (undated) © S. Butler collection



Fig 10. Long Barn Café, Haytor, Chapman postcards 26470 and 26471 © Dartmoor Archive



Fig 11 Long Barn Café, Haytor, Chapman postcards 26470 and 26471 © Dartmoor Archive

Tourists visiting Haytor would often also visit nearby Becky Falls, although in summer they would be disappointed by the waterfalls themselves, which carried little water in the summer. At this stage, I don't know when refreshments began to be served there and whether teas were being served from the hut in this postcard (Fig 12).

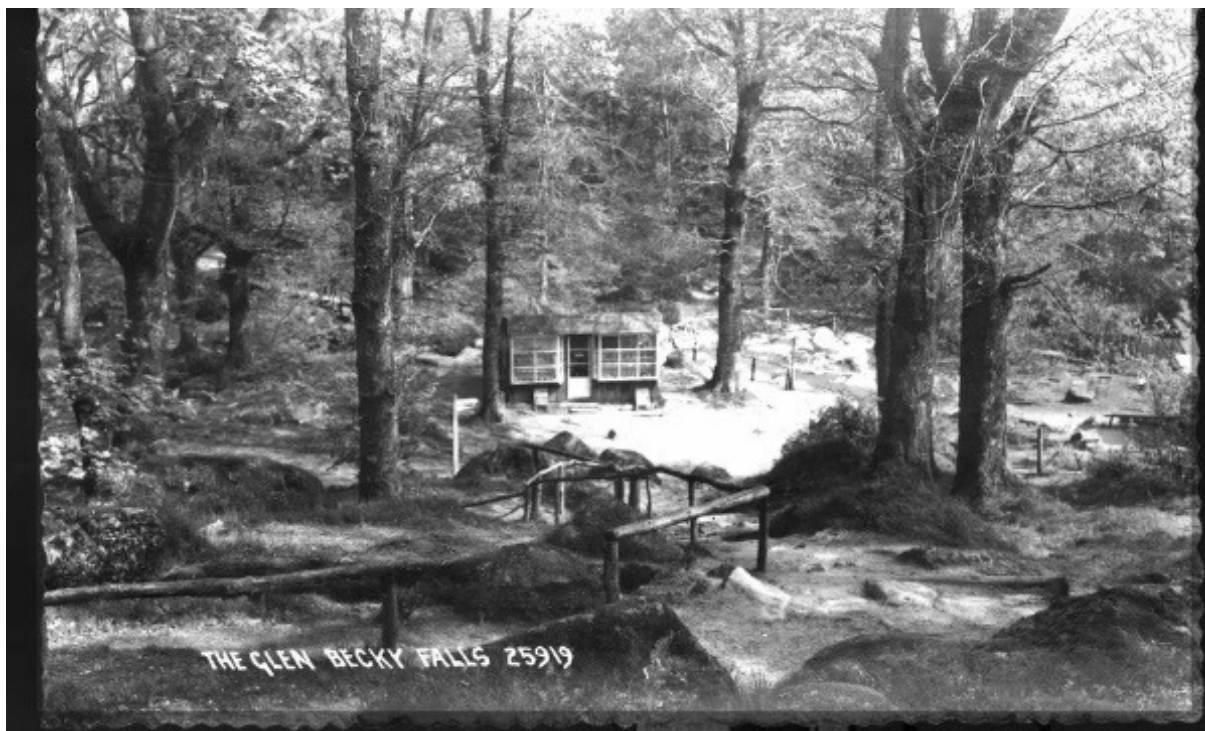


Fig 12 The glen, Becky Falls Chapman postcard 25919 © Dartmoor Archive

In Lustleigh Caseley Nurseries, situated opposite to the entrance to the station, offered teas in a Tea Garden. Exact dates for this are not known but apparently the building seen in this photograph was built in the 1920s.



Fig 13 Bishop's Stone, Caseley Nurseries & Tea Garden © Lustleigh Community Archive

North Park Refreshment Bungalow was situated adjacent to the footpath that leads on to Lustleigh Cleave at Hammerslake in order to catch visitors on their way to or from Sharpitor and the Nutcracker Rocks. The postcard of it (Fig 14) dates from 1917 and this, combined with its listing in the 1930 edition of Kelly's Directory, shows that it was most probably in existence in the 1920s.

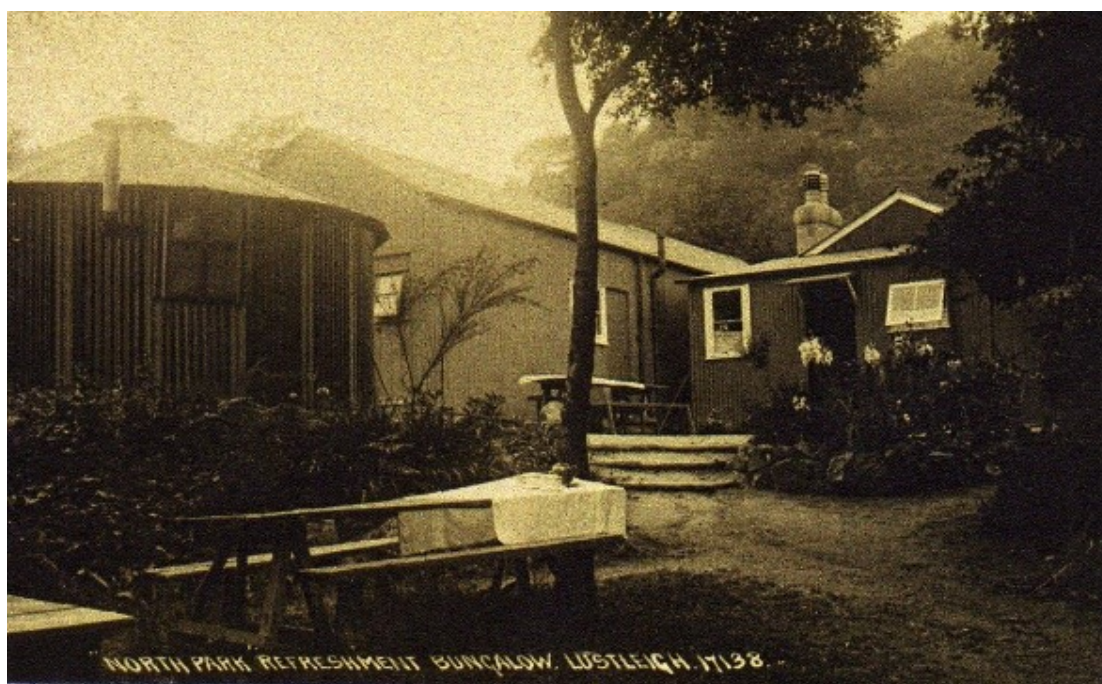


Fig 14 North Park Refreshment Bungalow, Lustleigh, Chapman postcard 17138 © Lustleigh Community Archive



Fig 15 Fingle Bridge Tea Shelter © Stanbrook Collection

Having sold pots of tea in the open air for ten years Jessie Ashplant of Drewsteignton built the first tea shelter at Fingle Bridge near Drewsteignton in 1907. Evidently, because the landowner thought the roof of corrugated iron was unsightly, Jessie covered it with furze and bracken. That shelter lasted until 1929 and its replacement lasted until 1957 when the first of the inns on the site was built.³⁵

At Dartmeet, the author of *Glorious Devon* advised the reader that there is “an admirably run tea-house picturesquely called Badger’s Holt ...”³⁶. Although not posted until 3rd August 1932 the postcard (Fig 16) was likely to have been printed in the 1920s.



Fig 16 *Badger's Holt A Corner of the Lawn*. © Greeves Collection

Interest in Dartmoor as a destination would have been boosted further by the release of the film *The Farmer's Wife* in 1928 based on Eden Philpott's novel *Widcombe Fair* which had also been staged in the West End of London in 1924. By 1926, when Laurence Olivier went on tour in the lead role, the play had already been performed 1,300 times.³⁷

³⁵ Information from *Images of England: Dartmoor* Greeves T., Stroud 2004 p121

³⁶ *Glorious Devon* Mais SPB., 2nd ed.1929 p93

³⁷ [https://en.wikipedia.org/wiki/The_Farmer%27s_Wife_\(play\)](https://en.wikipedia.org/wiki/The_Farmer%27s_Wife_(play)) [Accessed 3/05/2020]

By the end of decade the promotion of Dartmoor to potential tourists was well developed. *Holiday Haunts*, first published in 1913, was republished after the War in 1925 and again every year into the 1930s. *Glorious Devon*, also published by GWR, came out in in 1928 with a second edition being published a year later. In this guide Lydford Gorge is referred to as having become “one of the most frequently visited of all Devon’s beauty spots.”³⁸; Visitors are recommended to visit Hound Tor rather than Haytor which is described as being “black with people”³⁹; The road past High Willhays is “practicable for motors”⁴⁰ and “orange peel and broken bottles” bear witness to the popularity of Cranmere Pool.⁴¹

Realising the developing potential for leisure travel, Lord Hambledon, grandson of the founder of WH Smith & Son, suggested to his fellow directors of the GWR that the Company should purchase his country home. Having spent a weekend there the Directors went ahead with the purchase which was completed on 1st March 1929. In the next few months the house was transformed into a luxury hotel – The Manor House Hotel^{42,43}

As we move into the next decade it can safely be said that the modern era of tourism on Dartmoor had arrived. In 1933, for example, the Western Times reported on preparations for Easter:

It is told that the Moorland Hotel at Haytor has added a bathing pool to its attractions, and that the Forest Inn at Hexworthy is constructing a tennis court. Electric light has been installed in the Churchhouse Inn at Holne and the tea room at Badger’s Holt [has] been added to. Visitors this summer will also find a great number of road improvements... Our Easter visitors will get many agreeable surprises.⁴⁴

This article is intended to be an introduction to the subject of tourism on Dartmoor in the 1920s. More detailed research is required. Other subjects to be researched include holiday homes where there is evidence of them being bought and sometimes built⁴⁵ and, possibly the reasons for taking holidays – see Fig 17! Other topics that relate to

³⁸ *Glorious Devon* Mais SPB., 2nd ed.1929 p97

³⁹ *Ibid.*, p90

⁴⁰ *Ibid.*, p97

⁴¹ *Ibid.*, p84

⁴² Now the Bovey Castle

⁴³ *The Moretonhampstead and South Devon Railway* Jenkins SC & Pomroy LJ., Oakwood Press 1989 pps 47-50

⁴⁴ *Legendary Dartmoor* Facebook post 10.04.2020

⁴⁵ *Images of England: Dartmoor* Greeves T., Tempus Publishing 2004 p118

the history of tourism include leisure activities and the development of country shows on and around the moor in the decade after the end of the First World War.



Fig 17 "Just for the Weekend" © S Butler collection

I hope that volunteers with an interest in the history of Dartmoor will come forward, with the help of Dartmoor based archives and local history societies, to expand our knowledge of the period and to flesh out the story.

© Peter F. Mason, June 2020

Devon in the 1920s

One Hundred Years' Ago – the dead remembered and the living forgotten?

In 2010 Dr Todd Gray published *Lest Devon Forgets*, an account of how Devon's communities created the network of now-familiar memorials across the county that commemorate the Great War. The book was awarded the Devon History Society Book of the Year prize for 2010, but some might argue that now is the time the book really comes into its own. So much was done by local historians to study the impact of the First World War on their communities that we are all now better able to appreciate what lay behind all those contested decisions on memorialisation.

Other forms of commemoration also took place. The battlefields on the Western Front were being opened up to visitors. The bishop and his wife, three of whose sons had been killed, went out to visit the sites of their deaths. For those unable to arrange their own travel, companies such as Frame's and Thomas Cook would provide travel, hotel and motor tours for £9 or even less. For the many for whom even that was too much, some comfort or at least understanding could be obtained by going to illustrated lectures, such as the one given by Felix Mills, described as a 'Peerless Pictorial Tour' of the battlefields.

Devon's communities also reached out to help reconstruction in areas devastated by the war. At the prompting of the League of Help Exeter adopted the town of Montdidier on the Somme. The Council sent out a delegation to see what could be done and raised funds to help the population buy tools, repair roads and rebuild houses. A group from the Devon Farmers' Union also went out to see the devastation in farming areas and came back to raise a fund to help French farmers bring the land back into cultivation.

Meanwhile, at home, demobilisation was in its final stages. Troopships docked regularly at Millbay with soldiers returning from the Mediterranean, the Middle East and India. Resettlement of demobilised soldiers or sailors became more difficult in 1920. While about 90% of those who returned in 1919 had found employment, the 1920 cohort found it much more difficult as a recession set in. Some of those who had gained jobs in 1919 were laid off, like the Barnstaple man who wrote to the *North Devon Journal* that he had lost his job in the shipyard after five months and had to sign on again for 12s 8d a week to keep himself, his wife and two children.

The *Situations Wanted* columns of local papers were full of personal advertisements from former servicemen. The advertisers came from a wide range of ranks, from Royal Navy captains through sergeant majors down to humble dental mechanics. There

were also many unskilled men and agencies sought to put together schemes which could soak up more of the labour available. There was a scheme to 'harness water power' on Dartmoor, and one for the construction of a railway link from Torrington to Halwill Junction. Lack of public funds prevented both of those from proceeding in 1920. In Plymouth a 'ship-breaking' scheme for redundant naval ships was agreed, but costs rose and it proved more economical to take the ships abroad for dismantling. Emigration offered some opportunities, particularly for the single. Coutts the bankers offered opportunities on plantations, mines or railways in places such as Ceylon (Sri Lanka) and Nigeria, for example; some of the Dominions, such as Canada, however, faced with resettling their own troops, determined to tighten up on the rules for immigration..

There were also those who had been discharged from the services with enduring physical illnesses such as tuberculosis, or disabilities caused by blinding or losing a limb. The military hospital in Plymouth received cases directly after disembarkation; and in Exeter the Ministry of Pensions took on two former military hospitals. There was a central training scheme for disabled ex-servicemen, but it was hard to get into and hard to move on from. A national scheme, the King's National Roll of Employers, had been set up in 1919. This encouraged employers who could fill a quota of five per cent of their positions with disabled ex-servicemen to register with a promise to meet that quota: it was substantially expanded in 1920, but still did not recruit enough people to meet the need.

Others despaired of ever settling down. They, as Henry Williamson, later to come down to settle in Georgeham, remembered, 'felt lost'. 'We learned', he said, that what we were in the army was of little use in the new world we were now becoming accustomed to'. Accounts in the newspapers of inquests and court appearances show the impact of post-traumatic stress disorder, then little understood. There was a once 'jolly' gardener who, in spite of having a family and a job to go to, chose to cut his throat in an Exmouth orchard; there were the men who drank too much and became violent and abusive to their wives.

Organisations to support ex-servicemen had been founded during the war. There were several of these, of which the best known were probably the National Federation of Discharged Soldiers and Sailors, the Comrades of the Great War, and the Officers' Association. They worked tirelessly and voluntarily to help resolve individual problems, tackling government bodies about pensions and allowances. They organised social events and, when they could afford to do so, provided clubs where ex-servicemen could play billiards, read newspapers and chat together. By 1920 it was recognised that there might be advantages in uniting the different organisations so that they could lobby and fund raise more effectively. In July 1920 an outline proposal for what was to become the British Legion was agreed by the different organisations. It was to be implemented the following year.

Much was achieved during the year but the limitations of a system so dependent on voluntarism had begun to show. On Christmas Eve the *Western Morning News* described the 'pathetic spectacle' of a queue of 2000 unemployed men and their

families waiting at Millbay Drillhall for the issue of special Christmas presents .. with ‘women carrying ill-clad babies .. children looking cold and hungry ... men poorly dressed and unshaven.’ The journalist contrasted this with women in furs shopping in the bright lights of the main streets. ‘Let us hope’, said the mayor, addressing the queue, ‘that there is a brighter year ahead, with industry improved and work for all.’ His hopes were not to be fulfilled.

Julia Neville

Book Review

Simon Dell, *Lundy: a Landmark 50 Years*

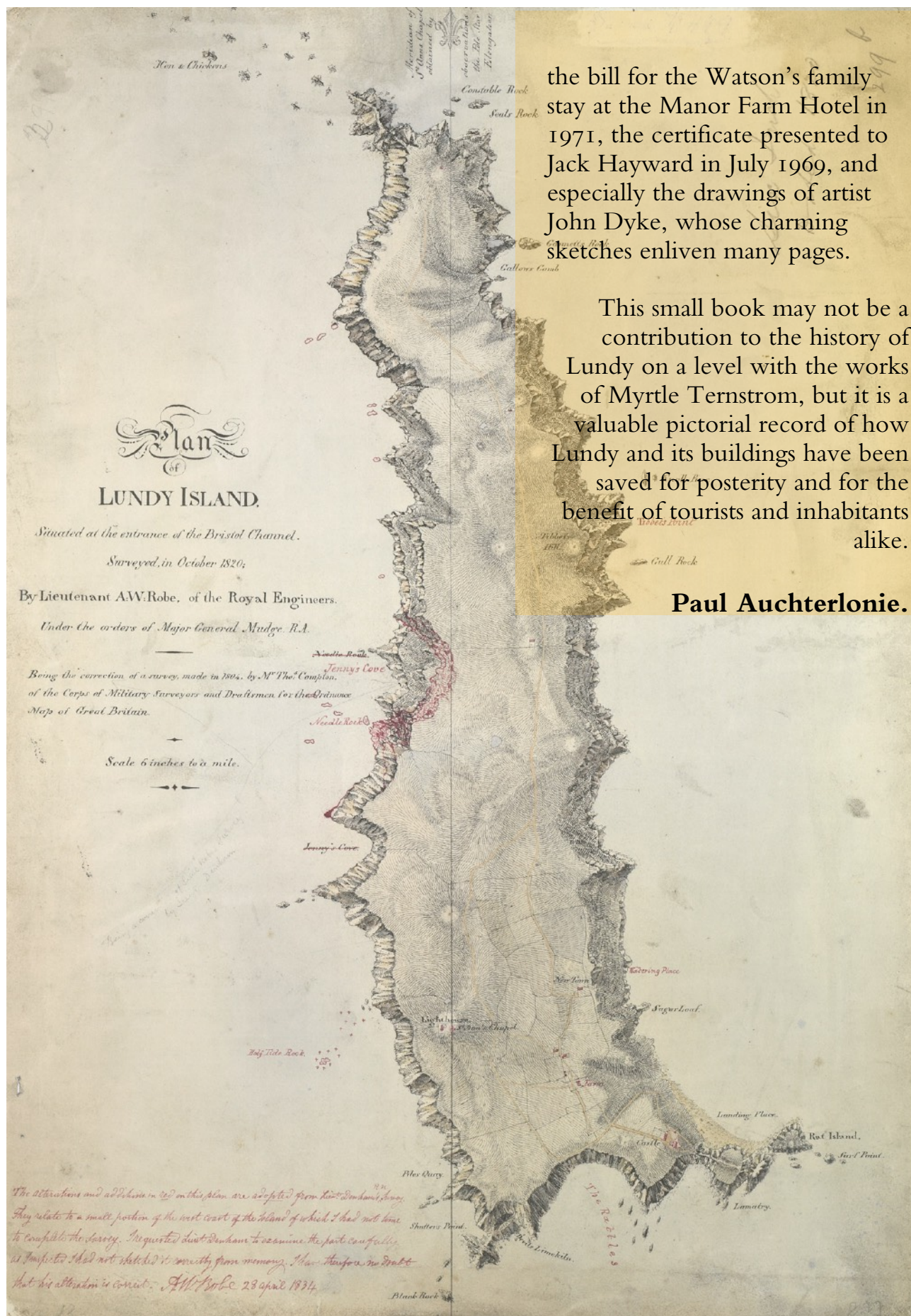
(Stroud: Amberley Publishing, 2019). 96 pages. 180 illustrations. Softback. ISBN 978-1-4456-5337-2. £14.99.

The Devon Historian does not often review books which comprise principally illustrations, but this book has a particular value in charting the transfer of Lundy from private ownership to the National Trust in 1969, and the transformation of its buildings under the stewardship of the Landmark Trust, who lease the island from the National Trust.

Using the private photographic collections of people intimately involved in the island, the reader is introduced initially to the dilapidated state of the buildings when Lundy still belonged to the Harman family, and then to the multifarious building projects which have been undertaken by the two Trusts. It is inspiring to see how, over the past fifty years, the semi-derelict buildings have been restored, and modern buildings created to bring new life to this unique site.

There are sections on the landslide which closed the road from the landing beach to the village and which precipitated the sale of the estate, and on Manor Farm Hotel, the Castle, the Battery, the tavern, the lighthouses, St. Helen’s Church and the construction of the new jetty. There are also many photographs of people who have been significant in the life of Lundy, ranging from the Queen during her 1977 visit (and that of the Queen Mother in 1958), through the Thanksgiving Service of 1969 attended by local MP Jeremy Thorpe, benefactor Sir Jack Hayward, and the director of the Landmark Trust, John Smith, to many of the families who lived and worked on the island such as the Harmans, the Gades, and the Dykes, and more recently, the Lo-Vels and the National Trust heritage masons, Charlie Smith and Rachel Thompson. The book concludes with illustrations of the vessels which supplied a vital life-line for the island and a selection of Lundy stamps – ‘Lundy runs the oldest private postal service in the world still active today’ (p. 88).

All the photographs are accompanied by a fully descriptive text, which identifies people, places and events. A bonus are the reproduction of some documents, such as



Notice is given that the **50th Annual General Meeting**
of the **Devon History Society**
will be held online at 10.00 a.m.
on Saturday 10th October 2020

*Members of the society will be asked to participate
via a video conferencing platform.
The agenda and booking arrangements will be communicated
to members in September.*

THE DEVON HISTORY SOCIETY (Reg. Charity 262485)

2020 NOMINATIONS TO COUNCIL



Nominations are invited for the posts of Secretary of the society, and to fill three vacancies, which are caused by the retirement (three years after their last election) of current members of council Todd Gray, Michael Sampson, Viv Styles and Martin Smith.

The retiring members are eligible for re-election. Viv Styles is resigning from the post of Secretary after six years in office; Todd Gray does not wish to stand for re-election. All council members are trustees of the charity. Further guidance on the role of charity trustees can be found on the Charity Commission's website along with eligibility criteria. www.gov.uk/government/organisations/charity-commission

If you wish to make a nomination, please complete this form and ask the person you have nominated to complete the section below, giving their consent.

Return the nomination paper to: Viv Styles, Secretary, 143, Churchfields Drive, Bovey Tracey, Devon TQ13 9QZ by September 30th 2020

To: The Secretary, Devon History Society:

I wish to nominate
to serve as *Secretary / *Council Member (*please delete as appropriate) following the Annual General Meeting, which will be held online, on 10th October 2020.

..... Date.....

Name of signatory (in block capitals).....

STATEMENT OF AGREEMENT FROM THE NOMINEE

I agree to allow my name to go forward for consideration and I confirm that I am eligible to act as a charity trustee.

Signed Date.....