

Dawe, G S
Geography of Devonshire

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COLLINS' COUNTY GEOGRAPHIES.

EDITED BY W. LAWSON, F.R.G.S.

GEOGRAPHY
OF
DEVONSHIRE.

ADAPTED TO THE NEW CODE.

BY

REV. G. S. DAWE,
Normal Master, St. Mark's College, Chelsea.

WITH FULL COLOURED MAP AND ILLUSTRATIONS.

LONDON:
WILLIAM COLLINS, SONS, & CO.,
BRIDWELL PLACE, NEW BRIDGE STREET.

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Popsham

Fritz Satterly
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May 13th 1917

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BRISTOL CHANNEL

The Foreland

BRISTOL CHANNEL

Bridgewater Bay

BRISTOL CHANNEL

Barnstaple Bay

Hardland

Bideford

Torrington

Chumleigh

TAVERTON

Bampton

Okehampton

Holworthy

Hatherleigh

Silverton

Collampton

Honiton

Stanton

Armoyn

Stanton

Armoyn

Armoyn

Armoyn

Armoyn

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DEVONSHIRE

English Miles
0 2 4 6 8 10

- Railways
- Canals
- Roads

The County coloured into its
Parliamentary Divisions

- 1 North Division
- 2 South Do
- 3 East Do

Eddystone
& Lighthouse

ENGLISH CHANNEL



Collins' County Geographies.

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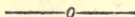
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DEVONSHIRE.

I.—NATURAL FEATURES.

DEVONSHIRE is a maritime county, in the south-west of England, between the Bristol Channel on the north and the English Channel on the south. It is bounded on the east by Somersetshire and Dorsetshire, and is separated for the most part from Cornwall, on the west, by the river Tamar.

In respect to size, Devonshire stands third among the English counties, being nearly equal in area to Lincolnshire, and about half as large as Yorkshire. Its length from north to south is about 71 miles, and its breadth from east to west about 68 miles; its area is 2589 square miles.

COAST.—The coast is in general steep and rocky, with numerous bays, coves, and other inlets. The length of coast-line is considerable, being about 60 miles on the north, and twice as many on the south. The chief inlets on the coast of the English Channel are Plymouth Sound, Start Bay, Dartmouth Harbour, Tor Bay, and the estuary of the Exe. The most southerly point of the county is Prawle Point, a confused heap of dangerous rocks, sharp and jagged as the teeth of some huge monster. Between this headland and the Cornish coast the chief capes are Bolt Head, Bolt Tail, and Stoke Point. In the opposite direction from Prawle Point we pass in succession Start Point, Froward Point, Berry Head, and Hope's Nose. The two former are the extremities of Start Bay, and the two latter of Tor Bay.

The chief inlets on the coast of the Bristol Channel are Barnstaple, or Bideford Bay, and Morte Bay. The

most prominent headland on this coast is **Hartland Point**, 350 feet high. There are only three other marked headlands, namely, Baggy Point, Morte Point, and Bull Point. Barnstaple Bay lies between Hartland Point and Baggy Point; Morte Bay between Baggy Point and Morte Point. **Morte Point**, meaning *Death Point*, derives its name from the numerous shipwrecks which have happened here. The black, jagged cliffs around this headland rise to the height of 800 feet. From Bull Point to Somersetshire the coast-line runs nearly east and west for about 22 miles without any well-marked promontory.

There are only two islands on the coast of Devon, namely, Lundy Island and Drake's Island. Lundy Island, about 10 miles off Hartland Point, is almost entirely a granite rock, $2\frac{1}{2}$ miles long and 1 mile broad, with an area of 1000 acres. Its coast is almost completely rock-bound. The lighthouse on the southern side is about 560 feet above the sea-level. The few inhabitants of the island are engaged in shooting rabbits for their skins, and puffins for their feathers. Drake's Island, or St. Nicholas Island, is situated in Plymouth Sound. Though of insignificant size, it is of the greatest military importance, from its position and its formidable batteries.

SURFACE AND GENERAL ASPECT.—Devonshire is a hilly county throughout its whole extent. The hills are frequently round, like gigantic mole-hills standing in careless groups. The hill-sides are generally varied with pasture, wood or copse, and orchards of apple-trees; whilst the valleys below are occupied with corn-fields, meadows, and gardens. It is a beautifully-wooded country: its meadows are dotted with groups of fine timber-trees, and fringed with thick earthen fences planted with elm and other forest trees; its narrow, shady lanes lie between rows of trees and bushes growing out of high hedges, adorned with gay primroses, blue violets, and graceful ferns. It is the emerald county of England, being kept green by its frequent rains and mists, its numerous rivers and rivulets.

There is one large tract in the south-western part of Devonshire to which this description is wholly inapplicable, and that is **Dartmoor**, or **Dartmoor Forest**, as it is often termed, from its having contained in earlier times a well-wooded district. It is now mostly a sterile waste, forming an elevated table-land, with a mean altitude of about 1000 feet; it extends 22 miles from the neighbourhood of Okehampton in the north, to that of Ivybridge in the south, and 15 miles from the vicinity of Tavistock in the west, to that of Moreton Hampstead in the north-east. The surface of this bleak and elevated region is broken by numerous hills, whose tops are crowned with huge masses of granite, and whose sides are strewn with irregular blocks of the same rock. These hills are called *tors*. The spectator on the summit of one of these tors sees before him a barren waste, with here and there a patch of scanty grass amid heath and furze. Generally speaking, "there is neither vegetation nor any human dwelling; we tread upon a boggy soil of very little depth, and scarcely affording sufficient food to support some dwarf colts, as wild as the country they inhabit." In summer, however, a few thousand sheep contrive to find a living.

Bogs or morasses abound, especially in the highest part of this moor, around Cranmere Pool, in the vicinity of which many of the most important rivers of the county have their rise. In various parts have been opened mines of tin, lead, and copper. The granite quarries of Dartmoor are also a source of wealth.

Owing to the elevation, the air is fresh, and in winter excessively cold. Rain or snow seems to come with every wind that blows:

"The west wind always brings wet weather,
The east wind wet and cold together;
The south wind surely brings us rain,
The north wind blows it back again."

The chief heights of Dartmoor are **Yes Tor**, 2050 feet, **Fur Tor**, 2000 feet, **Cawsand Beacon**, **Mis Tor**, **Hessary Tor**, and **Rippon Tor**, all of which are upwards of 1500 feet high.

There is another moorland, in the north-eastern part

of the county, called **Exmoor**. This moor chiefly belongs to Somersetshire, but a range of hills proceeds from it along the north coast of Devonshire as far as Morte Bay. Its chief heights are Great Hangman and Little Hangman, between Ilfracombe and Lynton, both more than 1000 feet high.

Another system of hills, called the **Blackdown**, is in the south-eastern part of the county. These hills of chalk and green sand have flat tabular summits, and they vary in height from about 600 to 750 feet.

RIVERS.—The rivers of Devonshire are numerous, and fairly important. The streams are generally clear, and abound in trout and other fish. Water power, for working mills of all kinds, is very accessible, and thus compensates in some measure for the absence of coal, which is so essential for producing steam-power. The flour-mill, with its sleepy water-wheel, in some shady nook at the foot of a hill by the roadside, is one of the most familiar and pleasant features of a walk through this well-watered and well-wooded county.

With the exception of the Tamar and the Exe, which do not rise in the county itself, nearly all the more important rivers have their sources in Dartmoor. The sources of five rivers—the Dart, the Tavy, the Teign, the Taw, and the Okement—lie within a small compass around *Cranmere Pool*, which is situated in the centre of a vast morass in the northern part of Dartmoor, between Yes Tor, Fur Tor, and Cawsand Beacon.

The principal river of the county is the Tamar, whose course, for the most part, coincides with the boundary between Devon and Cornwall. It rises in the north-east corner of Cornwall. It flows in a southerly direction, and loses itself in the land-locked harbour called the Hamoaze. Near its mouth it receives the Tavy on its left bank, and the Lynher on its right bank. The whole course of the Tamar, including its windings, is 59 miles; it is subject to the tide for about 19 miles. This river is remarkable for its picturesque beauty. During the summer, excursion steamers frequently make the passage between Plymouth and the Weir Head, or as far as the tide admits.

The excursionist, having passed through the Hamoaze, and noticed the men-of-war riding at anchor, sees in front of him the Royal Albert Bridge, which connects Devon and Cornwall, and carries the train across the mouth of the Tamar. Above this magnificent bridge the river for some miles presents the aspect of a beautiful wood-fringed lake; and as often as the steamer draws in close to one of its banks, the overhanging boughs sweep over the deck, just clearing the heads of the passengers.

The Exe rises in Exmoor, Somersetshire, and flows in a southerly direction to the border of Devonshire, which it reaches about 19 miles from its source. It continues its southerly course, with many windings, past Tiverton and Exeter. At its mouth stands Exmouth, and about midway between Exmouth and Exeter is the town of Topsham, where the river becomes tidal. The tideway of it is about 5 miles long, and about a mile wide at high water. A sandbank, dry at low water, divides its mouth into two channels. The whole length of the Exe is 55 miles. Its chief tributaries on the left bank are the Culm, which passes Cullumpton, or Collumpton, and joins the Exe four or five miles above Exeter, and the Clyst, which flows into the Exe at Topsham. On the right bank is the Creedy which gives its name to Crediton, a town on its banks, and enters the Exe two or three miles above Exeter.

The Torridge rises in the north-west of the county, on the borders of Devon and Cornwall, near the source of the Tamar. It has a general south-easterly direction until it is joined by the Okement, an important tributary from Okement Hill, near Cranmere Pool; it then turns towards the north, and, with many windings in its course, flows past Torrington and Bideford into Bideford or Barnstaple Bay. Below Bideford it is a tidal river, admitting at high water vessels of 500 tons burden. The length of the Torridge is 53 miles.

The Taw rises in Okement Hill, on Dartmoor. It receives on its right bank the Little Dart and the Mole; and after a course of 48 miles, first to the north-

east and then to the north, enters Barnstaple Bay, a few miles below Barnstaple.

The Dart is formed of two streams, called the East Dart and the West Dart, which meet at Dartmeet Bridge, a few miles north-west of Ashburton. The head of the East Dart, the larger of these two streams, is on the southern slope of Okement Hill, near the springs of the Okement and Taw. From Dartmeet Bridge the united stream flows south-east, passing between Ashburton and Buckfastleigh in its way to Totnes. At Totnes, 11 miles from its mouth, the river becomes navigable: a very pleasant excursion may be made by steamer between this town and Dartmouth. The beauty and variety of scenery on the banks of the Dart have won for it the title of the "English Rhine." The mouth of the river (at Dartmouth) forms a good harbour for ships, and is, at the same time, one of the most beautiful scenes upon the English coast. Its whole course is 36 miles.

The Teign rises near the head of the Dart. At first it flows northward, but gradually works its way round to the south, passes Chudleigh, and arrives at Newton, where it becomes navigable. A short easterly course of five miles from this town brings it to Teignmouth, where it enters the sea. The estuary of this river, at Teignmouth, is crossed by a bridge of wood and iron, 1672 feet in length, and consisting of thirty-four arches. It is the longest bridge in England, but it is not high enough for vessels to pass under its arches. A swing-bridge opens in the middle to admit the passage of vessels.

Smaller streams are numerous on the southern coast. Between the Tamar and the Dart are the *Plym*, the *Yealm*, the *Erme*, and the *Avon*. The estuary of the *Plym*, including the *Laira* and *Catwater*, has a navigable tideway of three miles; and at its mouth is *Sutton Pool*, an inlet of *Plymouth Sound*.

Between the Exe and the eastern boundary are the *Otter* and the *Axe*. The *Otter* rises in the *Blackdown Hills*, and passes *Honiton* and *Ottery St. Mary's*. It derives its name from the otters, that once were nu-

merous here. The *Axe* has a circuitous course through a small part of three counties—Dorsetshire, Somersetshire, and Devonshire. The chief town on its banks is Axminster. Between the Otter and the Axe is the little stream of *Sid*, which gives its name to Sidmouth.

On the north coast the only river worth mentioning besides the Torridge and Taw, already described, is the *Lynn*. It is formed of two streams, which are famed for the picturesque scenery of their banks; they fall into the sea together at Lynmouth, the prettiest village in Devonshire.

SOIL AND CLIMATE.—The climate of Devonshire is mild and humid. The temperature varies in different parts, but the whole county is subject to light misty rains, known as “Devonshire drizzle.” Along the south coast the winters are very mild; Torquay and other towns on this coast are consequently much resorted to by invalids. On Dartmoor, the climate is much colder than elsewhere in the county; thus at Okehampton, on the borders of the moor, the average temperature is 10° lower than at Ilfracombe, on the northern coast.

Though Devonshire contains extensive wastes, it is on the whole a fertile county. A great part of the north and south of Devon is of more than average fertility. The district of *South Hams*, extending from Tor Bay round to Plymouth Sound, is particularly productive. Many heaths and wastes have been gradually brought under cultivation; and though extensive moors and bogs still remain, the quantity of productive land is very considerable, especially for so hilly a country.

GEOLOGY.—The whole of our island did not appear above the ocean at one time, but gradually in the course of ages. Devon and the West of England generally arose above the waves much earlier than the eastern and south-eastern parts of England. Some of the more ancient rocks of our globe are well developed in Devon, and the term *Devonian* has been applied to an important division of the primary rocks. The *Carboniferous system*, though without the coal measures, is also found in this county, and we also meet with

rocks belonging to the *Cretaceous* or chalk system. The Devonian series are best studied on the north and south coasts, while between the two lie the carboniferous rocks, and the granite of Dartmoor. The cretaceous system is met with in the east of the county, and is well seen near Haldon, where the strata belonging to it meet and overlie the red marl. A still more ancient system, the *Triassic*, is found in the same part of the county. Travellers on the South Devon Railway cannot but notice it in the new red-sandstone cuttings near Dawlish and Teignmouth. It is chiefly in the Devonian system that the characteristic minerals of this county are found: these consist of iron, tin, copper, and lead.

Copper is the chief metal now worked in Devon. In 1871 there were fourteen mines in operation, and their produce amounted to 1342 tons of pure copper, being more than one-fifth of the entire produce of the copper mines in the United Kingdom. Lead, tin, and iron are also found, but the yield of the mines is comparatively small. The iron is found mostly around Tor Bay, and the other metals chiefly in the vicinity of Tavistock and in North Devon. Potter's clay is obtained in large quantities near Newton; and also at Lee Moor, on the borders of Dartmoor, a few miles from Plymouth. Granite, slate, and limestone abound in this county. *Granite* is quarried principally on Dartmoor. It is much prized for its fineness of texture, and the magnitude of the blocks. Slate for roofing is obtained in the north-west, and upon the rugged coast of the extreme south. Limestone rocks are common in the north of Devon, and in the vicinity of Plymouth, Tor Bay, and Newton. The limestone is quarried for building, and is also burnt in kilns for mortar and manure.

II.—INDUSTRIAL PURSUITS.

AGRICULTURE.—The people of Devonshire are mostly engaged on the soil in farming, gardening, and grazing.

Most of the productive land is occupied with grass; about one-sixth of the surface is annually ploughed for

corn, including wheat, oats, and barley; and about one-twelfth is under cultivation for green crops, including turnips, mangolds, potatoes, cabbages, peas, and beans.

The farms are generally small. The Devonshire farmer used to be considered slow in adopting agricultural improvements, but of late years he has made a decided movement onward. Farming is now very fairly conducted; the proper rotation of crops is attended to, and artificial manures are judiciously employed according to the nature of the soil.

Devonshire is essentially a grazing and dairy county, as might be expected, from the extent and richness of its pastures. The cows kept for the dairy are mostly of the native breed, but in some parts of the county Alderney and Guernsey cows are preferred for milking. The Devonshire breed is of a red colour; and though the cows give good, rich milk, yet they have too great a tendency to fatten to be really good milkers. Among the produce of the dairy is the celebrated "clotted cream," obtained by "scalding" the new milk. This mode of preparation is confined to the West of England.

A great many oxen are reared, and annually exported from all parts of Devon, but chiefly the northern parts, where the best breeds are met with. The North Devon oxen are also well known for their docility and activity in field labour. The sheep fed on the hills and wastes are distinguished for their fine wool and excellent flesh. The Devonshire farmer has long had repute for his breed of pigs.

The soil is well suited to the growth of potatoes. Owing to the mildness of the climate near the southern coast vast quantities of early potatoes are reared for the London market. The soil on the slope of the low hills is peculiarly adapted to the growth of fruit-trees. Orchards of apple-trees accordingly form a characteristic feature of this county. The best cider is supposed to be made in Devonshire; but there is also a vast quantity of a rough, unpalatable kind, commonly drunk by the field-labourer.

MANUFACTURES.—The woollen manufacture of Devon-

shire was formerly important; but owing to the superiority of steam-power to water-power, and of machine-work to hand labour, this county from its want of coal is no longer able to compete successfully with West Yorkshire and other parts of the kingdom well supplied with this valuable fuel. There is still, however, a moderate amount of coarse woollen goods manufactured in Devon, at Totnes, Buckfastleigh, Collumpton, South Molton, and elsewhere. Carpets were also once made in Devon, at Axminster, but only the name now remains.

As Axminster has given its name to a particular kind of carpet, so Honiton has the honour of lending its name to a beautiful sort of hand-made lace; but it has almost ceased to earn its reputation. Honiton lace is, however, still made in many towns of Devon. At Tiverton there is a lace factory which employs many hundred hands.

Boat-making is carried on to a certain extent in nearly all the sea-coast towns, and ship-building, more particularly at Plymouth and Dartmouth. There are also iron-foundries, tanneries, and potteries, but they are not of much importance.

COMMERCE.—The commerce of Devonshire is tolerably extensive. The ports are numerous, but, with the exception of Plymouth, neither large nor important. The chief exports consist of the farm and dairy produce of the county, such as cattle, butter, clotted cream, and cider. The exports also include ores, china-clay, granite, and fish. Copper ore is sent to Swansea to be smelted. In 1871 more than 24,000 tons of copper ore were shipped for this purpose. China-clay and pipe-clay form a large item of trade. In 1871 upwards of 66,000 tons were shipped at Teignmouth and Plymouth. Granite, sent by tramway from the Dartmoor quarries to Plymouth, is an important article of export. From Brixham, Plymouth, and other sea-port towns, a considerable quantity of fish is sent to the London markets.

The imports from abroad consist chiefly of timber, coal, wheat, colonial produce, wine, and spirits; also of

manufactured goods from the various manufacturing towns at home, and agricultural produce from Ireland.

FACILITIES FOR COMMUNICATION.—These are comprised under the following heads: Canals, Roads, and Railways.

Canals.—The canals of Devonshire are neither numerous nor important. They are for the most part short cuts, constructed to connect places of some commercial importance with the navigable part of some river.

A canal, formed in the reign of Henry VIII., runs by the side of the Exe between Exeter and Topsham, where the river becomes tidal. By this canal and the tideway of the river vessels can now get up to Exeter.

The *Teigngrace Canal* starts from the Teign, at Newton, and extends about four miles up the valley of that river through the pipe and potter's clay district. By means of this canal and the estuary of the Teign, which begins at Newton, the clay is brought down to Teignmouth for shipment.

The *Tamar and Tavy Canal* connects Tavistock with the tideway of the Tamar. It is only four miles in length; but in that short distance it passes through a tunnel one mile and a half long. It has a branch two miles long to some large slate-quarries. By means of this canal much ore and stone were formerly conveyed to the Tamar, two or three miles below Weir Head, for shipment.

Holsworthy is a small market town in the north-west of the county, three miles from the Tamar. It is connected with the little port of Bude, in the north-east of Cornwall, by the *Bude and Holsworthy Canal*. This canal is of service for the introduction of Welsh coal, and of shelly sand, to be used as manure in the poor district which the canal traverses. It does not terminate at Holsworthy, but at the little village of Thornbury, four miles farther inland.

Roads.—There are two mineral roads laid with rails. One is between the Dartmoor quarries, near Prince Town, and Sutton Pool, Plymouth; the other extends from the Teigngrace Canal to the quarries at Haytor, on the borders of Dartmoor, a distance of eight miles.

The entire county is traversed by two fine coach-roads, both of which pass through Exeter; one through Honiton, Exeter, Okehampton, and Launceston; the other through Collumpton, Exeter, Chudleigh, Ashburton, and Plymouth.

Railways.—Exeter is connected with London by two distinct railways, the Great Western and the South Western, the former having its terminus at Paddington in the west of London, and the latter at Waterloo Bridge in the south of London.

The *Great Western* runs to Bristol, and is continued to Exeter by the *Bristol and Exeter* line, which enters Devonshire soon after leaving Wellington, and passes Collumpton and Silvertown on its way to Exeter. Tiverton is connected with it by a branch line.

The *South Western* passes near Yeovil, in Somersetshire, and between this town and Exeter is called the Yeovil and Exeter line. On entering Devonshire it passes Axminster, and then sends off a branch, which follows the course of the Axe to Seaton, near its mouth. The main line pursues its way to Honiton and Exeter. From Exeter a branch line passes through Topsham to Exmouth.

Exeter communicates with Plymouth by the *South Devon* railway, which passes along the coast, through Dawlish and Teignmouth, and then up the valley of the Teign to Newton. Here it sends off a branch to Moreton Hampstead, through Bovey Tracey, towards the north, and another branch towards the south, through Torquay, as far as Dartmouth. The main line, on leaving Newton, takes a tolerably direct course to Plymouth, through Totnes and Ivy Bridge. A branch line connects Totnes with Buckfastleigh and Ashburton; and another from Plymouth passes through Tavistock and Lydford, on its way to Launceston in Cornwall. The South Devon Railway has been cut through a very hilly country; and near Ivy Bridge it is carried across deep valleys by viaducts more than 100 feet high. In some parts it has been constructed close to the sea-shore, as between Dawlish and Teignmouth, with the sea on one side and on the other a

natural wall of red sandstone, in some places 200 feet high.

Exeter is in communication with the north coast by means of the *North Devon* railway, which extends in nearly a straight course from Exeter to Barnstaple, through Crediton. There is a branch from this line to Okehampton, and another connecting Barnstaple, Bideford, and Torrington.

POPULATION.—Devonshire had at the census of 1871 a population of 601,374, of whom 285,248 were males, and 316,126 females.

In 1801 the population was only 340,308, so that in the course of the seventy years subsequent to this date the *annual* increase has been, on an average, more than one per cent.; whereas during the ten years from 1861 to 1871 the *entire* increase, instead of being 10 per cent., has amounted only to 3 per cent.

The disparity in the number of males and females and the reduction in the rate of increase are both due, in all probability, to the same cause—the limited demand for labour in Devon, arising from the necessarily small amount of manufacturing industry in a district destitute of coal. On this account many young men leave their native county to seek employment elsewhere, whilst their sisters in most cases remain at home.

There are two chief outlets for the excess of the working people of Devon, namely, London and the colonies. Devon being a pastoral county, the people are in general particularly well suited for the colonies, since shepherds and farm-labourers, well acquainted with the management of cattle and farms, are chiefly wanted in those newly-settled countries. London also is a capital field for that industry and enterprise which cannot find scope enough in Devon. There are probably many thousand Devonshire men and women earning their living very successfully in London. Skilled artisans find constant work in the building-trade, which in the metropolis is generally very active; and young women, also, of good character easily secure well-paid situations as domestic servants. Not only

does the Devonshire farmer find the London markets always ready to receive the farm and dairy produce he can spare, but the Devonshire tradesman often improves his position by going to London, and opening a shop there for the sale of such provisions as he can best obtain from his native county.

III.—TOPOGRAPHY.

Devonshire is divided into three parliamentary divisions, known as North, South, and East Devon, each returning two members to the House of Commons. There are also eleven borough members, namely, two each for Exeter, Plymouth, Devonport, Tiverton, and Barnstaple, and one for Tavistock.

There are in the entire county forty market-towns; but they are for the most part rather small. The following is the population of the six largest towns:—

Plymouth.	68,700		Barnstaple	11,600
Devonport	50,000		Tiverton	10,000
Exeter	34,600		Tavistock	7,700

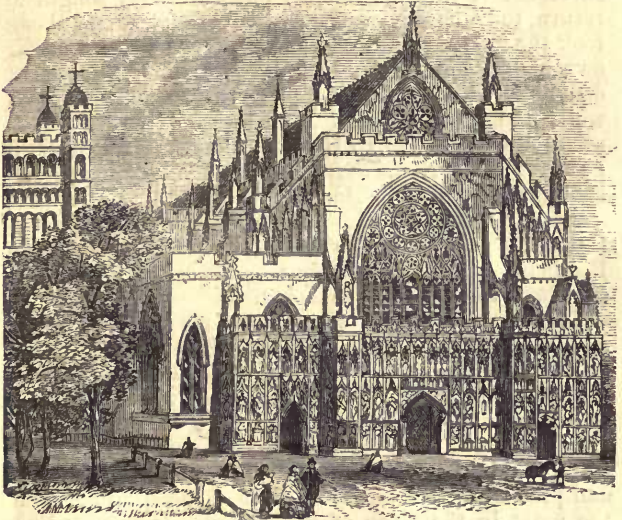
Bideford contains nearly 7000 inhabitants; but the population of every other town in Devon falls considerably below that number.

The towns and villages of Devon frequently take their name from the river that flows near:

On the *Axe*—Axminster (so called from its *minster* or church) and Axmouth (because situated at the *mouth* of the *Axe*).

- „ Sid—Sidmouth.
- „ Otter—Ottery St. Mary and Otterton (*ton* = town).
- „ Culm—Cullumpton or Collumpton.
- „ Creedy—Crediton.
- „ Exe—Exeter, Exminster, and Exmouth.
- „ Teign—Drews-teign-ton and Teignmouth.
- „ Dart—Dartmouth and Dartington.
- „ Plym—Plympton and Plymouth.
- „ Tavy—Tavistock (*stock* = settlement).
- „ Lyd—Lydford.
- „ Torridge—Torrington.
- „ Okement—Okehampton (*hum* = dwelling).
- „ Mole—South Molton.
- „ Lynn—Lynton and Lynmouth.

CHIEF TOWNS.—**Exeter** is the county town where the assizes are held. It is also the cathedral city of the diocese which comprises Devon and Cornwall. It is beautifully situated on the banks of the Exe, and is on the whole a well-built and well-kept city, with many handsome squares and terraces. Its chief glory is its cathedral, founded in the reign of Henry I.



EXETER CATHEDRAL.

Exeter is a place of some commercial activity. It exports the dairy, orchard, and farm produce of the fertile district in its neighbourhood. Its ship-canal enables vessels to load and unload within the city itself. Before its construction, it was necessary to land all cargoes at Topsham. Exeter at one time was the seat of an important woollen manufacture; but at the present time its inhabitants are chiefly employed in the retail trade and in handicrafts. The making of gloves and lace is still carried on, and there is a busy trade in agricultural implements, which are manufactured here to meet the demands of the farmers in the country around.

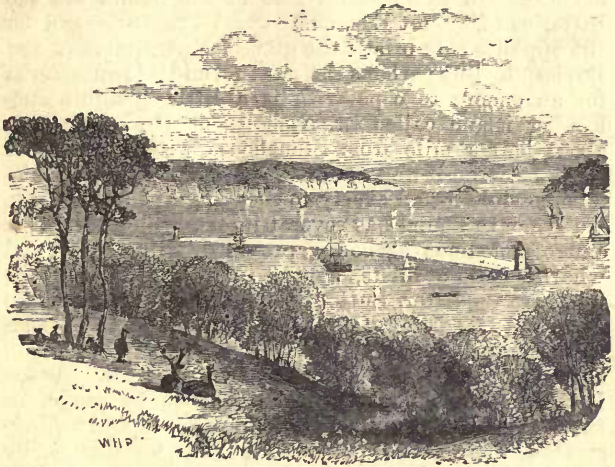
Exeter is one of the most ancient cities in the kingdom, and is full of historic interest. Edward the Confessor made it an episcopal see instead of Crediton, which had enjoyed that dignity previously. It has endured many sieges, but none so famous as that by William the Conqueror. The magistrates on the approach of William stole out of the city, and agreed to surrender it into his hands; but when they sought to return, the stout citizens closed the gates against them, took the government and defence of the city into their own hands, and for eighteen days set the Conqueror at defiance. It continued to be a fortified city, with thick walls and a strong castle, until the civil war in the reign of Charles I. In 1646 it was captured by Lord Fairfax, the parliamentary general, by whom its fortifications were demolished,

Among the great men born at Exeter may be mentioned Sir Thomas Bodley (*b.* 1544), who established the Bodleian Library at Oxford, and Richard Hooker (*b.* 1553), the celebrated theologian.

In connection with Exeter we may conveniently notice Topsham and Exmouth. *Topsham* is situated at the junction of the Clyst and the Exe, where the latter becomes a tidal river, and widens into a stream nearly a mile across at high water. It was formerly the port to Exeter; but the formation of the ship-canal to Exeter has deprived it of all its importance and prosperity. *Exmouth* was one of the chief ports on the coast in the reign of King John. It is now best known as a watering-place. It has a splendid sea-wall 1800 feet long, which serves as an admirable promenade for its numerous visitors.

Plymouth, including the boroughs of Plymouth and Devonport, is by far the most populous town in the county, and the most important in the west of England. It is situated along the northern shore of Plymouth Sound, between the estuaries of the Tamar and the Plym, that is between the Hamoaze on its north-western side and the Catwater on its south-eastern side. It comprises within these limits the borough of Plymouth on the east, the town of Devonport on the west, and

that of Stonehouse between the two. Devonport and Stonehouse together form one parliamentary borough. The three towns are commonly spoken of together, except in the immediate neighbourhood, under the general name of Plymouth.



PLYMOUTH BREAKWATER,

Plymouth Sound is one of the finest inlets of the British coast. It has been rendered much safer for vessels by the construction of a breakwater, about a mile in length, across the Sound, and three miles from the town. It has at each end a good channel, which admits ships of the largest size in any state of the tide. At its western end is a lighthouse, of white granite, which enables the pilot to steer his vessel into the harbour at any hour of the night. About twelve miles south of the breakwater is the famous Eddystone Lighthouse, whose warning light guides the mariner that is bound for the Sound, the approach to which would otherwise be attended with danger.

Plymouth has long ranked next to Portsmouth as a station for the royal navy. It is of the utmost

moment that a naval station should be fortified, so as to be able to resist successfully an attack by any foreign fleet. Accordingly, on the shore facing the breakwater, at the eastern end of an acclivity called the Hoe, stands the citadel, with its strong lines of defence. On the western side of the Sound are the batteries of Mount Edgecumbe and Tregantle, and on the opposite side bristle the guns of Forts Stamford and Bovisand. But perhaps the most formidable antagonist for an enemy to cope with is a little insignificant-looking island called St. Nicholas or Drake's Island, about half a mile from Stonehouse, with a bridge of rocks between it and Mount Edgecumbe, as if to make it impossible for an enemy to sneak by at the rear.

Plymouth Sound has several inlets, which form safe and commodious harbours, provided with docks and wharfs. These inlets, named in order from east to west, are Catwater, Sutton Pool, Mill Bay, Stonehouse Pool, and Hamoaze. Catwater affords a safe and commodious anchorage for one thousand small vessels; on either side of it are famous limestone quarries. Sutton Pool is a small tidal basin, surrounded by quays, for the convenience of colliers, coasting-vessels, and fishing-smacks: here the Dartmoor Railway terminates, by which granite is brought down for shipment. Mill Bay is a convenient harbour for larger vessels. It is furnished with splendid docks and a pier, for the accommodation of the largest steamers at any time of the tide, and is connected by a branch line with the South Devon and Cornwall Railways. Stonehouse Pool is at present of little service; but on the tongue of land between it and Mill Bay, which terminates in Devil's Point, is the famous victualling-yard, where the navy biscuits are made by machinery, and where all the provisions for the navy are stored up, ready at any moment to be transferred on board a man-of-war.

But the harbour which makes Plymouth so valuable as a naval station is the Hamoaze, the estuary of the Tamar, on the north-west of Devonport. The entrance to this harbour, between Devil's Point and the opposite shore, is easily commanded by batteries, being only

400 yards wide. The Hamoaze is not only remarkably well sheltered from the winds and ocean waves, but also from the attacks of a foreign fleet, which would have to pass all the batteries in and around the Sound before it could come even within sight of this land-locked harbour. It is also as capacious as it is sheltered, being four miles long and half a mile wide, with moorings for nearly one hundred line-of-battle ships, many of which are always lying here at anchor.

Devonport is situated between the Hamoaze and Stonehouse Pool. It is famous for its royal dockyard and arsenal. In the dockyard war-vessels are built and equipped. Connected with the dockyard, by a tunnel 900 yards in length, is the Keyham Steam Factory, and between the two lies the arsenal, or gun wharf. Keyham Factory, with its vast docks, is intended especially for the repair of large government steamers. The gun wharf is provided with storehouses for all kinds of war material, and in the open spaces between them are methodically arranged pyramids of cannon-balls, and rows of polished cannons, the whole forming one of the largest arsenals in the kingdom. As it would be of the utmost importance in time of war to keep the enemy out of our dockyards and arsenals, Devonport is enclosed by a line of fortifications, with a ditch from 12 to 20 feet deep. Devonport is almost wholly engaged in work for the Royal Navy and its protection: it is a town of dockyard workmen, royal seamen, and soldiers.

Plymouth, like Devonport, is a naval port and garrison town; it is, besides, a commercial port, with a considerable coasting, colonial, and foreign trade: nearly five hundred vessels are registered as belonging to this town. Its inhabitants are also engaged in manufactures of a miscellaneous kind: it has sugar refineries, manure works, a starch factory, soap-boiling and candle-making establishments, a large distillery, and some small sailcloth factories. There is, besides, a fair business done in the capture and sale of fish; and a very extensive retail trade, in supplying the country

people for many miles around with colonial goods, clothing, and other manufactured articles.

Barnstaple is a town of considerable antiquity, finely situated, in the midst of a good farming district, on the banks of the Taw, where it becomes a broad tidal river. It is a busy, prosperous market-town, and the agricultural capital of North Devon. It is a thriving port, exporting cattle, corn, bark, wool, leather, and earthenware, and importing wine, fruit, coal, and timber. It was the birthplace in 1422 of Lord Chancellor Fortescue, and in 1688 of the poet Gay.

The second town in rank on the north coast is "the little white town of Bideford, sloping upwards from its broad tide-river," the Torridge, which is here spanned by a bridge 677 feet in length, and comprising twenty-four arches. It shares with Barnstaple the trade of North Devon, but its former glory has almost disappeared. It is no longer one of the great seaports of the west, which in the reign of Elizabeth could furnish seven ships to fight the Armada, and which a century later is said to have sent more ships to the northern trade than almost any other port in England. Bideford has the unenviable notoriety of being the last place in England where an execution for witchcraft occurred. Here, in 1682, three poor old Devonshire women were burnt to death as witches.

Tiverton is situated on the Exe, in the centre of a pastoral district of great fertility, so that on market-days the town presents a scene of great activity and prosperity. It is not, however, simply a market-town; for it has an extensive lace-factory and a large iron-foundry. There is also a thriving trade in agricultural implements.

Tavistock is picturesquely situated in a fertile valley on the banks of the Tavy. At one time its inhabitants were chiefly engaged in the manufacture of a woollen fabric called *kersey*; but now the town depends mainly upon the farming and mining carried on around it. It enjoys the advantages of both railway and canal communication. Tavistock glories in the ruins of its ancient abbey, that once surpassed every

other in the county in extent and magnificence; and not less does it pride itself in being the early home of Sir Francis Drake, who was born within a mile of it.

Dartmouth is an ancient seaport of more importance formerly than now. It has a spacious harbour, well lined with quays, and the entrance to the harbour is narrow, and defended by a battery. A training-ship, for preparing young officers for the navy, is stationed here. Dartmouth is still a tolerably busy little town. It has some large tide-docks, adapted for the repair and building of vessels; and there are establishments for sail and rope-making. The exports are inconsiderable; but fruits, wine, and oil are imported from the Mediterranean, salt-fish and cod from Newfoundland. Several vessels belonging to this port are engaged in the North American fisheries. Newcomen, who preceded James Watt in the improvement of the steam-engine, was a native of this town.

Not far from Dartmouth is the fishing town of Brixham, a little south of Berry Head. Its trade has declined of late years, but fishing and ship-building give employment to its inhabitants. It was here that William Prince of Orange landed November 5th, 1688.

About ten miles above Dartmouth, where the river Dart becomes navigable, is situated the ancient borough of Totnes, lately disfranchised for bribery. The ruins of its castle still remain, and traces of the town walls may still be seen. In the neighbourhood there is a large store of madreperre marbles.

Many of the ancient manufacturing towns of Devon have declined, since the employment of the steam-engine in driving machinery, from the want of coal in this county; in their number we may reckon Crediton, Axminster, and Honiton.

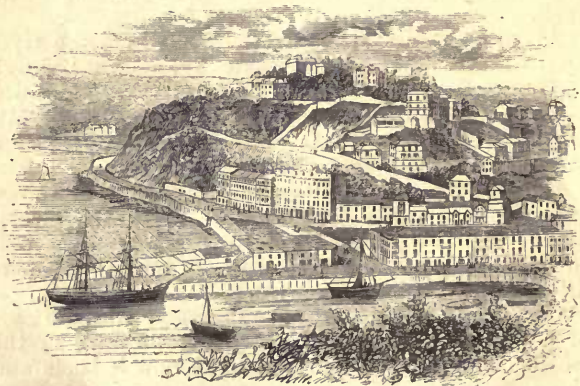
Crediton before the Norman Conquest was the seat of a bishopric. It was once a great centre of the woollen manufacture, but its staple now is boots and shoes.

Axminster was once celebrated for its manufacture of carpets; but in 1835 the business was removed to

Wilton. It is now a respectable market-town. Dean Buckland, the geologist, was born here in 1784.

Honiton is one of the prettiest, cleanest, and most agreeable of Devonshire towns. It occupies the slope of a pleasant valley, watered by the fish-abounding Otter. Some years ago more serge was manufactured in Honiton than in any other town in the county; and in the beginning of the century it became celebrated for the beauty of its lace. But little serge is now woven; and, owing to the invention of lace-making by machinery, there is now but little lace made here. Shoe-making and the manufacture of coarse pottery employ many hands; and there is a large trade in butter, the chief portion of which is sent to the London market.

Whilst many old manufacturing towns are declining, there is a new class of towns on the sea-coast becoming annually larger and more prosperous. They owe their existence or increased prosperity to the fashionable practice of spending a few weeks by the sea-side in the course of the year—a practice which has grown



TORQUAY.

with the facilities of railway travelling. Sea-bathing, a good promenade on the beach, and a pretty neighbourhood, are the attractions which these sea-side places offer.

The gem of these watering-places on the south coast is **Torquay**, occupying the northern shores of Tor Bay. It is unrivalled by any English town for the beauty of its situation, combined with the equable mildness of its climate. It is a town of villas occupying successive terraces gradually rising from the shores below to the summits of the hills above. In the neighbourhood is the famous *Kent's Cavern*, where Dr. Buckland discovered the fossil bones of the rhinoceros and elephant, the lion, hyana, wolf, bear, and other beasts of prey which haunted the gloomy forests of Britain in some very remote age.

The other watering-places of any note on the south coast, named in order from east to west, are Seaton, Sidmouth, Exmouth, Starcross, Dawlish, Teignmouth, and Babbicombe.

Teignmouth with a famous promenade one mile in length called the *Den*, is not only a watering-place, but a seaport town of some activity. It stands at the mouth of the Teign, which is navigable for the last five miles of its course, and is provided with a capital quay, where vessels of 400 tons burden can take in their cargoes. The principal exports are granite from Haytor, iron ore, and porcelain clay; its chief import is salt-fish from Newfoundland.

The only watering-place of importance on the north coast is **Ilfracombe**, situated in the midst of fine bold coast scenery, and in the neighbourhood of many interesting places to which excursions can easily be made. It derives its name in part from its being situated in a *combe*, or valley. Several craggy tors, 400 feet high, bound its harbour westward, and a hill 500 feet high shelters the same on the east. Two of the finest excursions that can be made from Ilfracombe are to Lynton and Lynmouth by coach eastward, and to Clovelly by steamer westward.

Lynmouth is encircled by hills, between which flow

the East Lynn and West Lynn, each rolling over huge stones, and forming in its course little cascades of great beauty. On the summit of one of the hills overlooking Lynmouth are perched the villas and cottages of Lynton, famed for its *Valley of Rocks*, the boldest of which is well known as the *Castle Rock*.

Clovelly, a few miles south-east of Hartland Point, is an interesting little fishing village, built on the side of a steep but luxuriantly wooded hill. "The street resembles a winding staircase, each house representing a step, and is probably the most precipitous in England."

It is not possible in a small book like this to notice individually all the places of interest or importance; but we may not altogether omit Newton, Ashburton, Okehampton, and South Molton.

Newton is a town of increasing size and consequence, near the estuary of the Teign. It is a well-built town in the heart of a fertile and richly-cultivated district. It is also one of the chief railway centres on the South Devon line, having, in connection with it, a branch line to Torquay and Dartmouth, and another to Moreton Hampstead. Here also are extensive railway works for the repair of engines and carriages, and large stores of things needed in the repair and working of the line.

Ashburton is a plain old town near the Dart, on the borders of Dartmoor, and until recently a parliamentary borough.

Okehampton, on the Okement, has been harshly described as an "ugly, dirty, and stupid town on one of the loveliest sites in the pleasant land of Devon." A weekly market is held, chiefly for the sale of oats, which are largely grown in the neighbourhood.

South Molton is an ancient market-town, occupying an elevated position above the river Mole, and chiefly supported by its manufactures of lace, felt, and serge.

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1832
and one
1867

IV.—HISTORICAL SKETCH.

The many ancient encampments in Devonshire mark it as the scene of early encounters, some of these camps being evidently formed by the Romans. The most important Roman station in this county was *Isca*, now called Exeter.

In the Saxon invasion Devonshire became the scene of many contests between the advancing Saxons and the retiring Britons. It was probably not until the reign of Athelstane, who in 926 gained a complete victory near Exeter, that the Britons were finally compelled to retire beyond the Tamar. It had previously been exposed to inroads from the Danes, especially in the reign of Alfred. During the retirement of that monarch in the Isle of Athelney the men of North Devon (whether Saxons or Britons it is uncertain) completely defeated the Danish Hulba, who had entered the Torridge with twenty-three vessels. Nearly one thousand of the enemy were slain, and "there was taken that war-flag which they call the Raven."

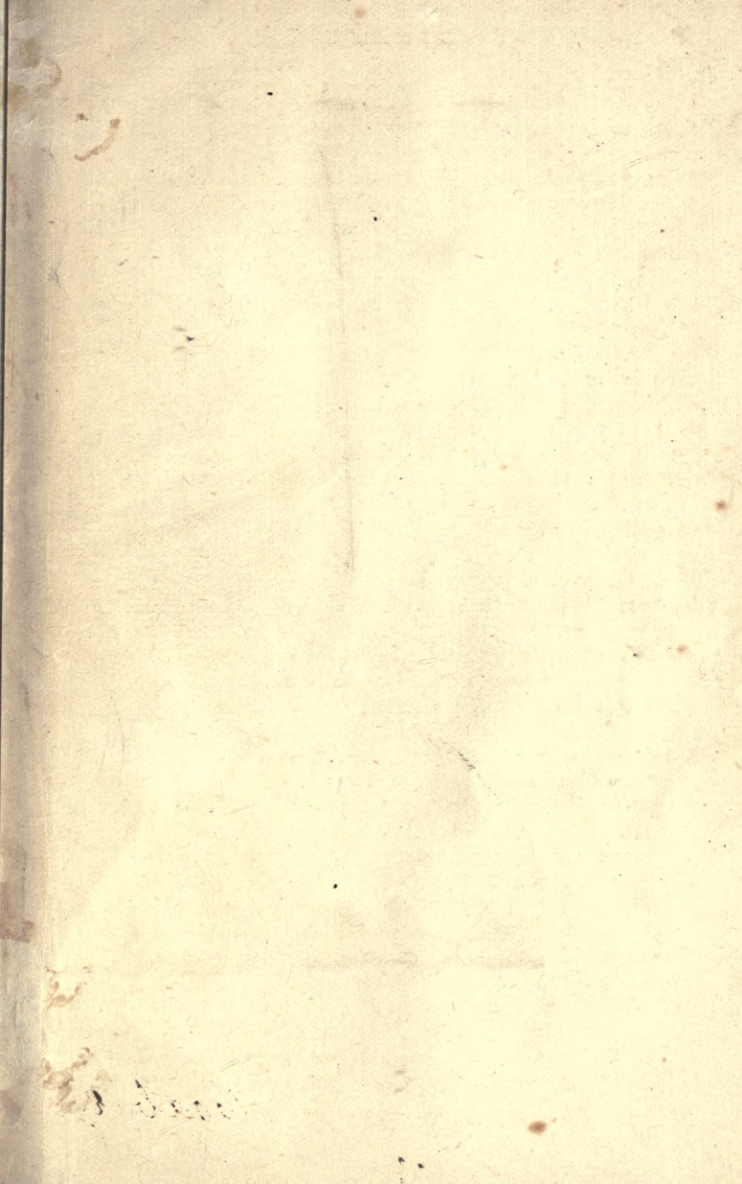
The subsequent history of the county is centred in Exeter and Plymouth. At the Norman Conquest Exeter distinguished itself by its resolute defence against King William. In the civil war between Stephen and Matilda Exeter was besieged by the king, and in two months starved into a surrender.

In the reign of Elizabeth *Plymouth* was associated in a remarkable degree with our national history. From this port started most of the Queen's daring navigators, such as Sir John Hawkins, Sir Francis Drake, Sir Humphrey Gilbert, and Thomas Cavendish. It is remarkable that all, except the last-mentioned, were born at Plymouth, or within 14 miles from it, and received from Elizabeth the honour of knighthood. It was in the Sound the great body of the English fleet awaited tidings of the "Invincible Armada." It was on the Hoe at Plymouth that the famous game of bowls was being played by Howard of Effingham, Drake, Hawkins, and others, when news of the approach of the enemy was brought in.

Devonshire took a leading part in the Revolution of 1688. William Prince of Orange landed at *Brixham*, and proceeded through Totnes and Chudleigh to Exeter, which he entered in triumph between close-packed ranks of delighted citizens, after passing for miles between rows of peasants, who had come from all the country round about to welcome the champion of their religion and liberty.

Devonians are justly proud of the large number of distinguished men who have been born in their county. It will probably be interesting to have a list of such men, with their places of birth:—

- Ashburton**—John Dunning, eminent lawyer, created Lord Ashburton; b. 1731.
 „ William Gifford, editor 'Quarterly Review.'
- Axminster**—Dean Buckland, geologist, b. 1784.
 „ Duke of Marlborough at Ashe House
- Barnstaple**—Lord Chancellor Fortescue; b. 1400.
 „ John Gay, the poet; b. 1688.
- Berrynarbor**—Bishop Jewel; b. 1522.
- Bideford**—Sir Richard Grenville, great navigator in reign of Elizabeth.
- Dartmouth**—John Davis, navigator, reign of Elizabeth.
 „ Newcomen, celebrated engineer; b. 1713.
- Dean Prior**—Robert Herrick the poet; b. 1591.
- East Budleigh**—Sir Walter Raleigh.
- Exeter**—Sir Thomas Bodley; b. 1544.
 „ Richard Hooker; b. 1653.
- Kingsbridge**—Dr. Wolcot, poet, known as "Peter Pindar."
- Modbury**—Sir Humphrey Gilbert, great navigator in time of Elizabeth.
- Ottery St. Mary**—Sam. Taylor Coleridge, poet; b. 1772.
- Plymouth**—Sir John Hawkins, great navigator; Northcote, Haydon, Prout, and Eastlake, artists.
- Plympton**—Sir Joshua Reynolds, painter; b. 1722.
- Potheridge**—Monk, Duke of Albemarle.
- Tavistock**—Sir Francis Drake.
 „ Sir J. Glanville, an eminent judge; b. 1500.
 „ William Brown, pastoral poet.
- Totness**—Benj. Kennicott, Hebrew scholar, b. 1718.





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