

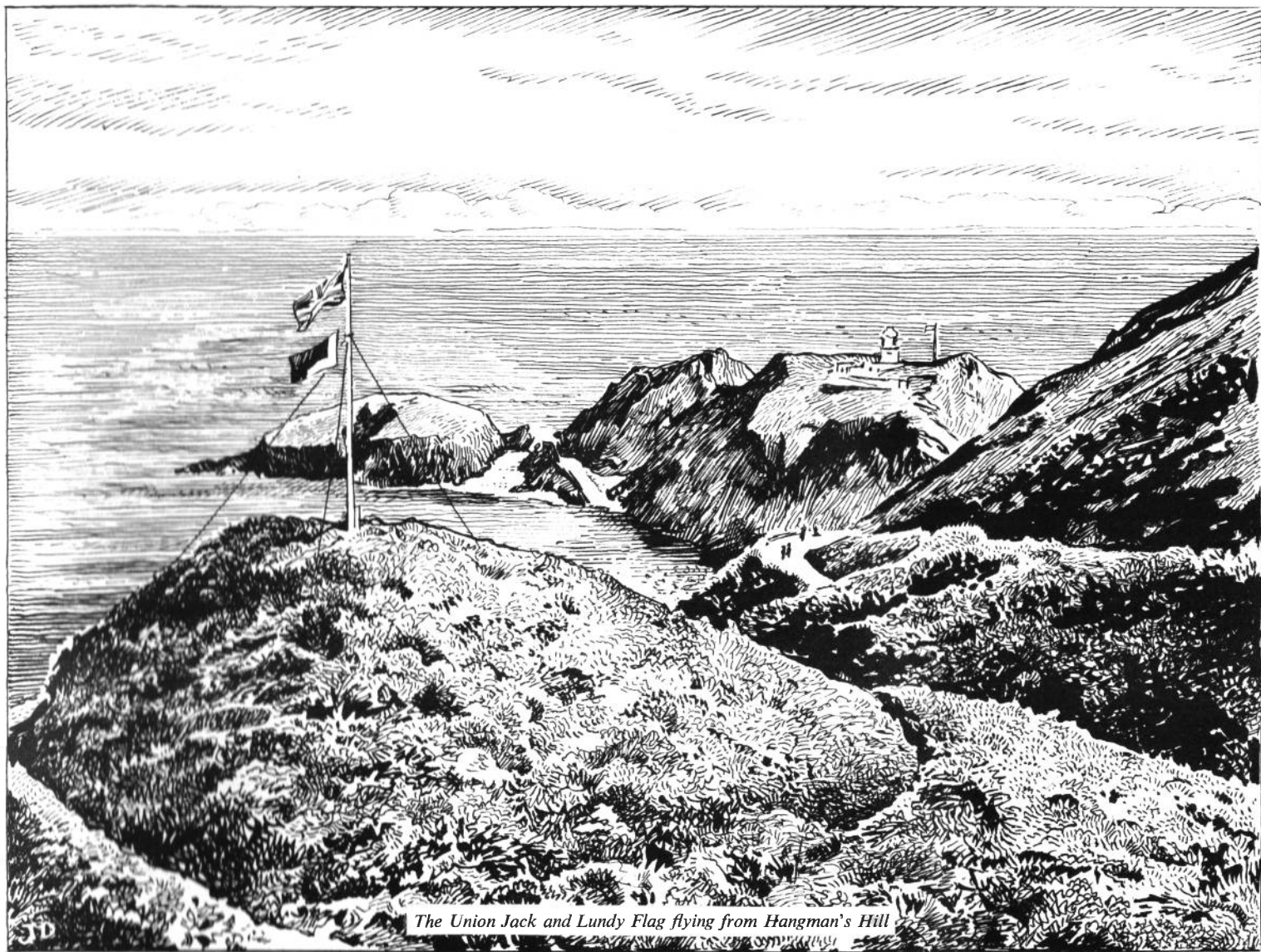
ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL



SUMMER ISSUE 1970

VOLUME 1 No. 1



The Union Jack and Lundy Flag flying from Hangman's Hill

**SUNDAY
SEPTEMBER 28th**

**A LANDMARK IN
LUNDY'S HISTORY**

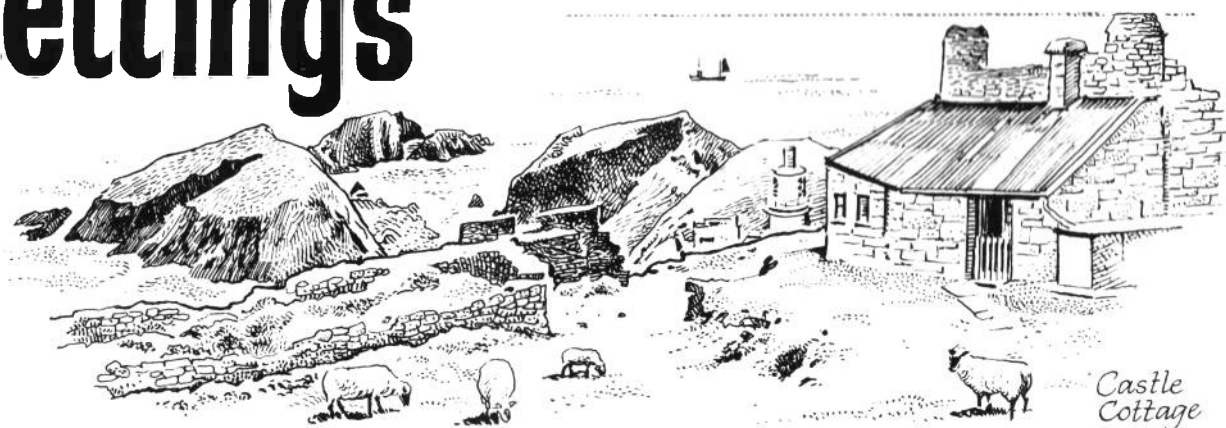
AFTER many anxious months, Lundy's future is assured, thanks to the action of Mr. Jack Hayward, The National Trust, the new tenants, The Landmark Trust, and the nation-wide appeal organised by the three Westcountry M.P's, Mr. Peter Mills, Mr. David Owen, and the Right Hon. Jeremy Thorpe.

The twin flags fly in celebration from the Masthead on Hangman's Hill, overlooking the Landing Bay, on September 28th, 1969.

The Island's blue and white flag was also unfurled at the same spot on another celebrated occasion when Her Majesty, the Queen Mother, spent a few quiet hours on the Island on May 11th, 1958.

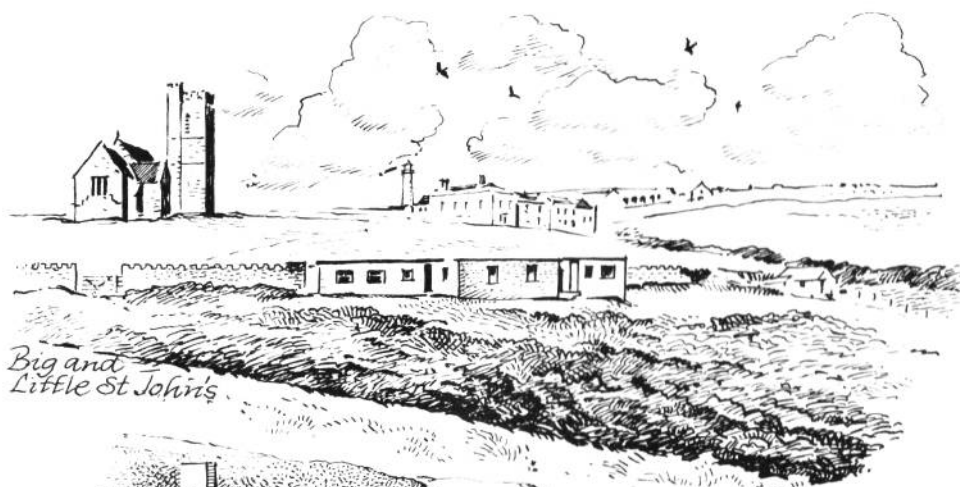
Holiday Lettings

ATTRACTIVE COTTAGE CONVERSIONS



Castle Cottage

CASTLE COTTAGE: A ground-level granite building built onto the keep of Marisco Castle, providing accommodation for 4 people. There is a large convertible living room, bedroom, small kitchen, washing cubicle, and separate W.C.



Big and Little St. John's

LITTLE ST. JOHN'S: Adjoining Big St. John's — contains a small kitchen, convertible living room, bedroom—provides accommodation for 4 people. There is a washroom with W.C., hand-basin and h. & c.

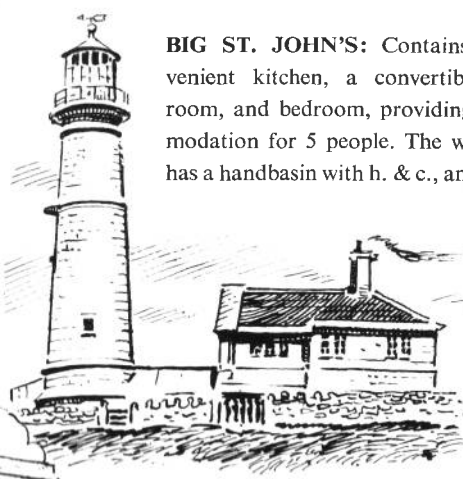


Hammers

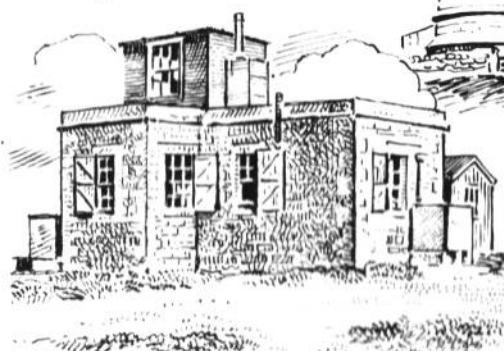
HANMERS: Has two living rooms, each with a single divan. One bedroom has two 3 ft. divans, and the other has bunk beds for two. There is a pleasant kitchen, washroom, and separate W.C.

THE OLD LIGHT: Hostel-type accommodation for 14 people is provided in the Keeper's cottage.

TIBBETTS: A pre-First World War naval lookout, with accommodation for 5 people. There are two rooms, an out-house kitchen, and an Elsan closet.



The Old Light



Tibbetts

In each letting, cooking is provided by Calor gas, as is lighting and water heating, with the exception of the Old Light and Tibbetts (cooking only).

Detailed information and charges may be obtained from:

THE LANDMARK TRUST, SHOTTESBROOKE, WHITE WALTHAM, BERKSHIRE
Telephone: Littlewick Green 2494.

A message from John Smith

CHAIRMAN OF THE
LANDMARK TRUST

THE purpose of this magazine — for which we are *exceedingly* lucky to have John Dyke as editor — is to bind Lundy and its admirers together. Lundy is a world apart — and a fairly secret world at that. Those who find it and are “hooked” by it have ever after something special in common with each other — be they bird watchers, archaeologists, botanists, climbers, divers, lovers of solitude, or lovers of good company. As alas we cannot all be on Lundy all the time, I thought this magazine might help to keep everyone in touch.

I know the island far less well than most readers of this magazine. However my views on its future have not altered since the first day I went there, and they are as follows:

1. Lundy — thanks to the Harman family — offers *simplicity* and *tranquility*, which are now rare elsewhere. Therefore Lundy should not try to offer things which can be got elsewhere, if that would endanger these qualities. The motto should be “Lundy offers you nothing but itself”.

2. The island must have a life of its own. Visitors are a part of its life — indeed visitors seem more at home on Lundy than anywhere else I have ever been. But they depart and the islanders have to face the winter. Therefore the island must be well set-up and a going concern all the year round. However it must not be kept going by artificial respiration, which is anxious work for all concerned: it should stand on its own feet, with genuine jobs and livelihoods for everybody. This is going to mean a lot of capital expenditure, but it must be done as unobtrusively as possible. In fact, when we have finished, I doubt whether a newcomer will notice that anything has been spent at all.

Our principle here should be to make and keep Lundy, for as far ahead as we can see, a tranquil, solid and unaffected island with a genuine life of its own which visitors can share.

3. Getting to Lundy should not be too easy. It should be a bit of an adventure, to sort out a little those who try, and so that those who have been there are a little different from those who have not. We must have a touch of the Gideonite about us (which will be useful if ever we are obliged to reconquer the mainland!) Lundy will never be advertised as “so easy”.

However, the island must be kept supplied and visitors must not suffer needless inconvenience or disappointment. Therefore our policy over *landing* should be not to make it easier but to reduce the number of occasions on which it is impossible.

Those are what I think should be our aims (I will describe our plans in detail in the next issue). It seems to me the most marvellous opportunity not just to preserve an island but to provide those who find it with something quite unique — namely access to a secret, and beautiful, world of their own, where people with a common spirit but with such varied interests are brought together.

JOHN SMITH

ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL

SUMMER 1970

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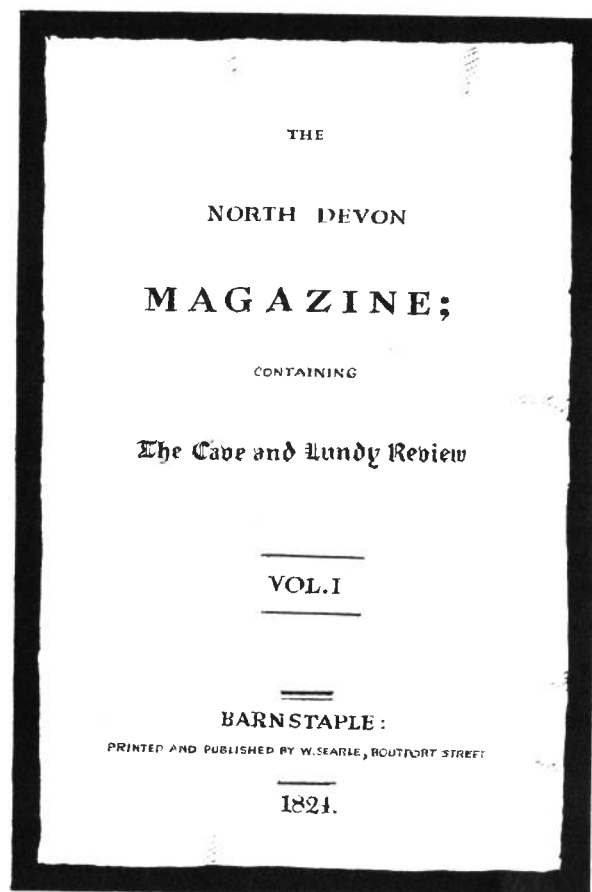
*The Editor welcomes M.S. and photographs
for consideration (to be sent at owner's risk and
accompanied by return postage)*

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PUBLISHED BY JOHN DYKE, ON BEHALF OF
THE LANDMARK TRUST

Editorial Offices: Signal Cottage, Lundy, Bristol Channel
via Ilfracombe, N. Devon



A tribute to our predecessors

by John Dyke

IN launching this new magazine, we are reminded of its forerunners of which, so far as we are aware, there were two separate publications with an interval of 143 years in between.

"The Cave and Lundy Review or Critical Revolving Light", made its appearance early in 1824, and exists in two volumes bound into one, although originally issued in separate parts. The publication was printed by W. Searle of Boutport Street, Banstaple, but the identity of its two successive editors is cloaked in anonymity. Much of its content is given over to chatty comment, often of a facetious nature, with distant coy references to the Saunton, Braunton, and Barnstaple areas. It was supposed to be the mouthpiece of the Cavern Club, and pretence was made of meeting in a cave at Saunton; Lois Lamplugh suggests that this was probably some kind of artificial grotto or summer-house in the editor's garden, fashionable in that period.

The link with Lundy is slender indeed and one would suppose that it was embraced in the title because it lay athwart the distant horizon viewed from outside the cave, the centre of activities.

The first issue mentions that: "It will also be regularly deposited for earlier perusal and the convenience of the wet-paper clubs at the Cave, Saunton Sands, Braunton Castle, Morthoe, Lee Bay &c., &c., and forwarded regularly to Lundy Island by Lundy packet, on the day after publication." Later, reference is made to the fictitious identity of the Captain of the Lundy packet "Argonaut", Horace O'Construe who is described as "translator of live and dead languages, also of live passengers and dry and damp goods, to and from the mainland of Devon." O'Construe, I fancy, spoke with an Irish tongue!

Amongst this pretence and antique wit are the occasional serious articles — one, "Journal of the time I spent on the Island of Lundy in the years 1752 and 1787. M.S. by a Gentleman." is of considerable interest and notable for its detailed observation. This contribution occupies 12 pages and is accompanied by numerous footnotes.

Another slighter reference to Lundy on page 152-3 of Volume 1, mentions the continual piracy, and of how the French privateers made such a number of prizes that they named the sea between Lundy and the mainland "Golden Bay".

In spite of the introduction of features referring to places outside the area, the Editor was forced to admit that distant friends found the periodical very limited in appeal, and without outside support it was found necessary to cease publication at the end of the same year.

The second attempt at producing a Lundy magazine was promoted by Mr. Stanley Smith, then keeper of the Marisco Tavern; and, devoted as it was exclusively to Lundy and island affairs, it proved an infinitely more interesting publication than its predecessor. Intended to be issued as and when sufficient material was available, "The Lundy Review" spanned the period from Spring, 1957 to Winter of 1960-61, by which time Mr. Smith had returned to the mainland and could no longer find the spare time in which to continue publication and distribution of this magazine. The contents of the six issues published presented an astonishing number of interesting features from writers well known for their close association with the island. At first, the magazine was produced on a duplicating machine, the format being typewritten; after the second issue, which was printed in blue commemorating the visit of Her Majesty the

Queen Mother, it was decided to print by offset lithography, enabling the introduction of more illustrations and an improvement of the layout. This method of reproduction continued until the last issue. Those of us who possess a complete file of "Reviews" count ourselves fortunate, as they provide such an informative record of the period.

Mention must also be made of Mr. Barry Chichen's excellent periodical "The Puffin", which caters exclusively for Lundy philatelists, and is therefore outside the general scope of this article. However, "The Puffin" is about to reach its 20th issue, and that in itself is a remarkable achievement. We hope to have the benefit of Mr. Chichen's specialised knowledge in future issues of the 'Illustrated Lundy News'.

The MUSEUM
to be established on Lundy
requires exhibits
of all kinds relating to
the island, which may be loaned
purchased or photographed

PLEASE WRITE TO THE CURATOR,
LUNDY MUSEUM,
BRISTOL CHANNEL,
via ILFRACOMBE, N. DEVON

BOOK REVIEW

ONE of the amazing things about Lundy is the wealth and diversity of human enterprise and endeavour which it has to offer the observant visitor. Viewed from the mainland it looks a barren and insular rock to be disregarded by the inhabitants of the adjacent island, or to be enthused over, explored, and analysed with minute care by such devotees as Tony and Myrtle Langham. Their new and authoritative work "Lundy", which is a much revised edition of their earlier book — "Lundy, Bristol Channel", has recently been published in the "Island" series by David and Charles. This excellent work, with an additional chapter contributed by K. S. Gardner, leader of a ten year programme of archaeological exploration on the island, reveals many surprises for the benefit of the uninitiated. Who, for instance, would have thought that Lundy once had a nine-hole golf course and a greenkeeper-professional to look after it, or a Victorian heavy industry, complete with marshalling yards and rail (admittedly horse-drawn) employing over 200 quarrymen, or, earlier in history, a coastal defence system established at over forty vantage points around the island. Still further in time, a collection of inscribed memorials place Lundy high on the list of Early Christian sites in Britain. These, and many other fascinating details emerge from this new book.

A coloured photograph of the North Light makes an attractive cover for this well produced volume of 216 pages. The text is admirably supported by photographs, the earlier ones from Miss Eileen Heaven's collection being most interesting. Altogether there are 32 photographic illustrations, 7 plans and maps, plus a 5" to 1 mile scale map of the island contributed by Colin Taylor.

Lundy is now on the threshold of a new era, and, thanks to the Langhams, we can look forward to the future with a sound knowledge of the past.

By J.D.

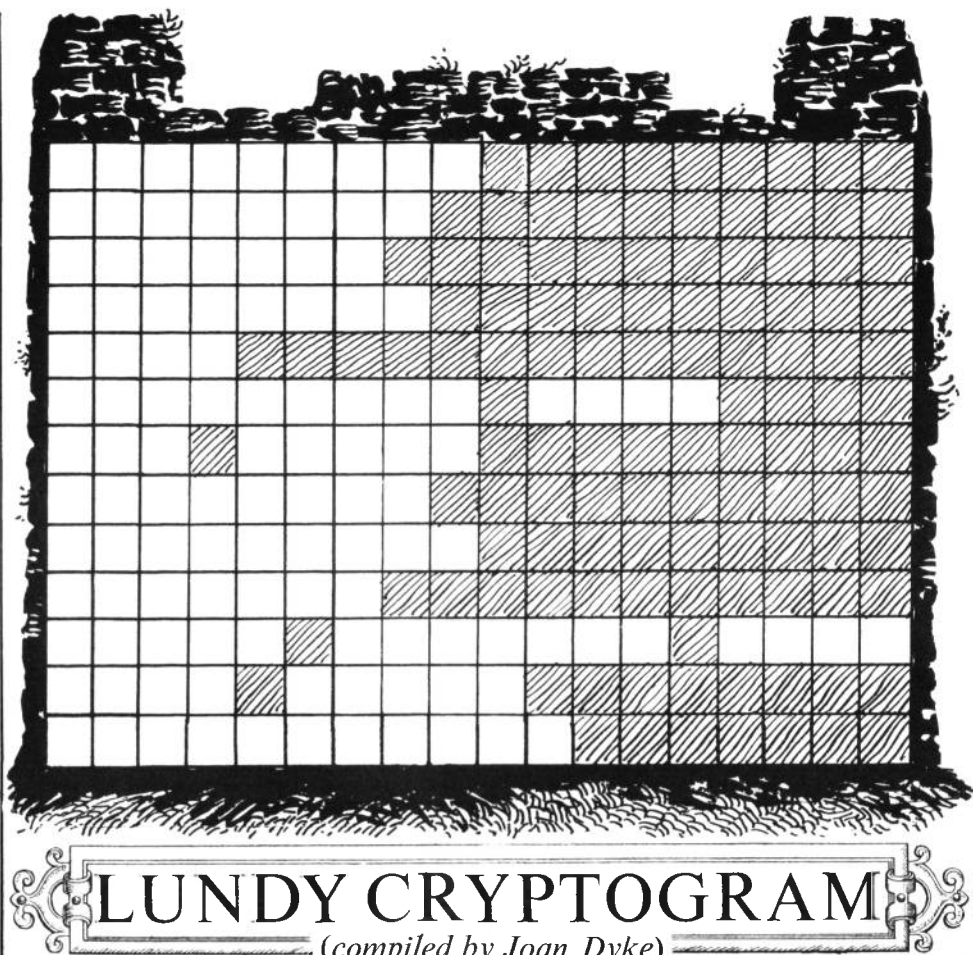
"LUNDY" by A. & M. Langham. Published by David & Charles, South Devon House, Newton Abbot, Devon. Price 45/-.



"BARNSTAPLE AND LUNDY ISLAND". Sheet No. 74. (Reprint of the first edition of the one-inch Ordnance Survey of England and Wales). 15s. net. David & Charles, Newton Abbot.

We feel that readers may like to know about this interesting Ordnance Survey reprint of the first edition.

It is the intention of Messrs. David & Charles to cover the whole of Great Britain in this way; the "Barnstaple and Lundy Island" edition being favoured in appearing at the outset of the series.



In this Cryptogram, all the clues refer to the Island, directly or indirectly, and the first letters of each answer provide another word reading downwards.

CLUES

1. In Cornwall, or on Lundy, it must be very small.
2. Is he a learner in neat antics?
3. Tea without tartlets (or *vice-versa*).
4. A *bona-fide* Lundyite.
5. Just manages to keep his head above water sometimes.
6. Protector of the Kittiwakes? What a dependable surname he has!
7. Farthing dip, for example.
8. Without permission they might get pinched!
9. The island highways offer this.
10. Rash utterances are dangerous.
11. Let out of the container — then what is the answer?
12. A protracted resting place.
13. Violent disturbances near the Battery.

(Suggestions for brain-teasers of this, or a similar nature, will be welcomed from any reader).

A small original 'SURPRIZE' will be awarded to the first correct solution opened on September 30th, 1970 (residents of Lundy excluded). Please mark your envelope "Cryptogram 1".



A Great Day for the Island

Recognition of Jack Hayward's benevolence



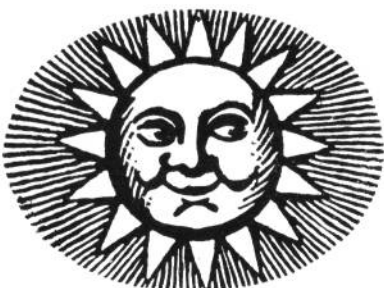
Outside the Marisco Tavern on July 6th, 1969, Mr. Gade presents the illuminated scroll on behalf of the inhabitants, to Mr. Jack Hayward, in recognition of his wonderful gift of £150,000 to enable the Island to be purchased by the National Trust. Onlookers include Mr. Hayward, Senior, Mr. Peter Mills, M.P., Mr. Arthur Dennis, Mr. Jeremy Thorpe, M.P. and Mrs. Diana Keast.

Mr. Hayward receives the bound volume of coloured views of the Island from two of the Parliamentary promoters of the Lundy Appeal, Mr. Peter Mills, and Mr. Jeremy Thorpe. On the left of the picture is Mr. and Mrs. Gade, and Mrs. Jack Hayward; on the right, Mrs. Hayward, Senior, The Earl of Antrim (Chairman of the National Trust), and Mr. Hayward, Senior.

The Jack Hayward Presentation Scroll



Drawn in Indian Ink and decorated with Gold Leaf, on Vellum, by John Dyke, the inscribed scroll is surrounded by popular views of the island, together with the mythological figure of the "Lusty Black Browed Girl" mentioned in Drayton's "Polyolbion", 1613; and "Neptune" with the inscription "Lundy Lights and Leads"—a slogan originated by Mr. Martin Coles Harman, owner of Lundy for twenty-nine years until his death in 1954.



Readers' Letters

We hope you will write to us on
any topic under the sun
(relating to Lundy, of course)

Your letters will be welcomed at

SIGNAL COTTAGE · LUNDY · BRISTOL CHANNEL · via ILFRACOMBE

Here and there



Philip Griffiths

Trinity House relief service to the North and South Lighthouses is now undertaken by Bristow Helicopter Company. Here we see a twin-engined Wessex 60 landing on strip adjacent to the South Light.

The contract also includes calls at Skerries, Bardsey, Skokholm, the Smalls, South Bishop, and Flatholm Lighthouses.

The helicopter relief to Lundy commenced on 21st June, 1969.

A busy scene in the hotel lounge on November 1st, 1969. The ladies around the table are preparing First Day Covers for the new stamps issued to commemorate the 40th Anniversary of the Puffin Post. In the picture from l. to r. are Mrs. Chrys. Davey, Mrs. Leonora Smith, Mrs. Diana Keast, and Miss Charlotte Smith. 2,500 covers were serviced.



A precious cargo — the youngest inhabitant, Kate Ogilvie, born on October 1st, 1969, arrives to take up residence — her father hands the carri-cot to Mr. Arthur Strick. A more recent picture shows a very bonny Kate with her parents outside their home at Barton Cottages. Mr. Ogilvie is the farm bailiff, and has lived on the Island for 19 years.



(Top right): Mrs. Ridge, of Instow, North Devon, daughter of the late Capt. Fred Dark of the "Lerina", has sent us a photograph of the Island voters in the 1922 General Election. Most of the group are identifiable—perhaps a reader can fill in the missing details for us:

Left to right (back row): Mr. and Mrs. Lang (Managers of the Stores and Tavern), Mr. Bert May (Tenant), Miss Sage (Hotel Manageress), Capt. Fred Dark ("Lerina"), Mr. Heywood (Gardener), Mrs. Anderson, Mr. Anderson (Coastguard). (Front row): Lady—unnamed, Mr. Fred Allday (Agent), Mrs. Heywood.

Of the 13 eligible voters on the Island, eight recorded their vote at the Instow Polling Station.

R. L. Knight



Wednesday, 6th May, saw the arrival of the "Balmoral"—the first Campbell Steamer of the season, with 70 to 80 passengers.



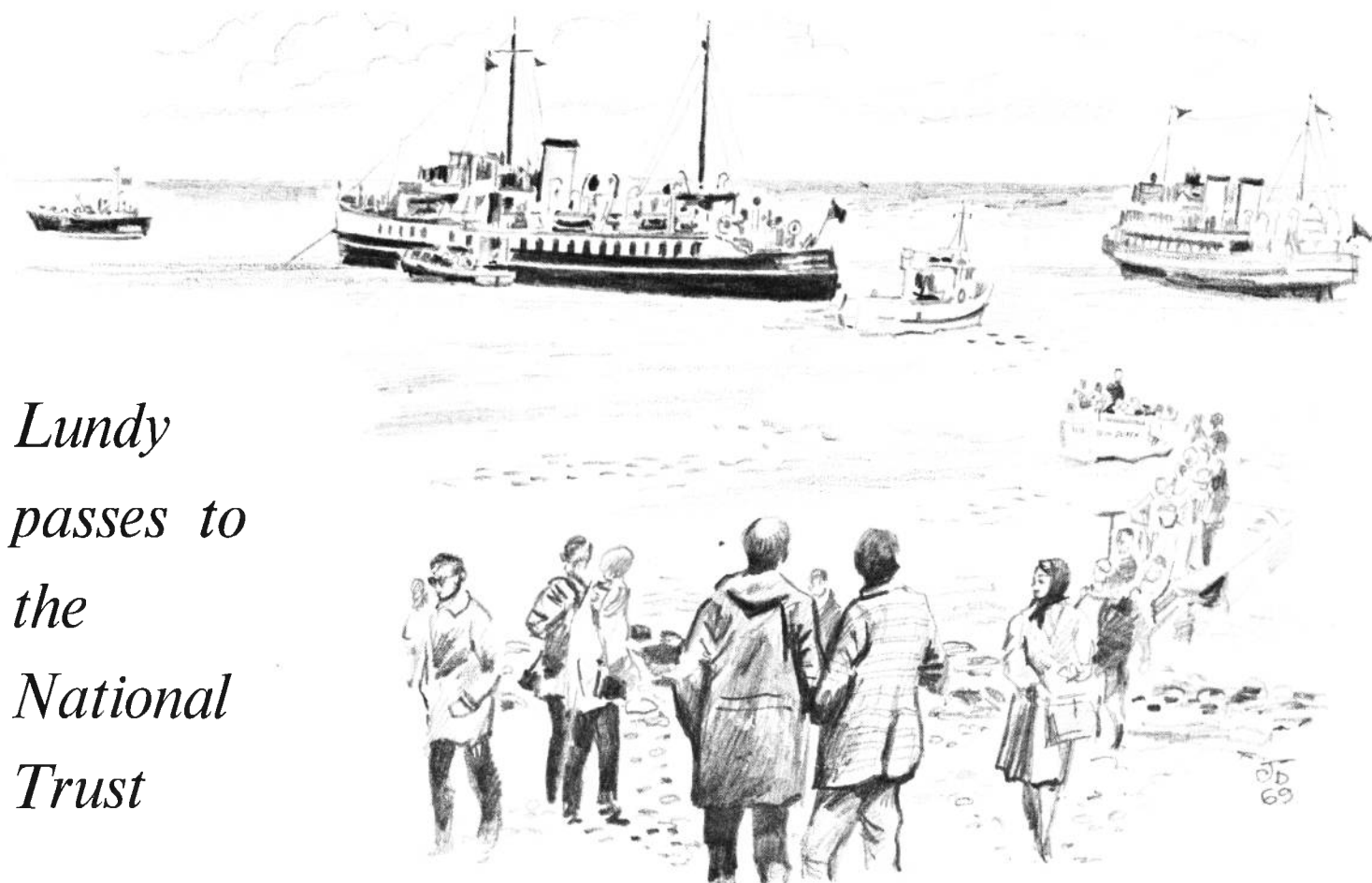
The marriage took place on April 11th, 1970, at Bideford Registry Office, of Mr. Edward Townsend of Lundy North Light, and Miss "Maria" Diamond, Weare Giffard, near Bideford. Hotel guests will recall Maria's attentive service in the dining room for two seasons — 1968 and 1969.

Also, Mr. Philip Griffiths of the South Light, was married to Miss Sylvia Bennetto, of Pill Lane, Barnstaple, at Barnstaple Registry Office, on January 4th, 1970. Mr. Griffiths was temporarily posted to Lundy last autumn — he is now at Alderney, C.I.



Eddie Bell

During the winter, the Island mail boat, the "Lundy Gannet" underwent an extensive refit at Bideford. We include this picture as a reminder of how she used to look before the introduction of a new wheelhouse and cabin.



Lundy passes to the National Trust



Western Morning News

A sketch of the Friends of Lundy, landing for the Thanksgiving Service on Sunday, Sept. 28th, 1969.

The vessels "Westward Ho!" and "St. Trillo", were kindly loaned for the occasion, by P. & A. Campbell Ltd.

Over 1,000 visitors arrived, and a capacity congregation of 200 heard the address by the Bishop of Crediton, the Right Rev. Wilfred Westall, assisted by the Rev. R. C. Dixon, Priest in Charge of St. Helen's Church.

The Service was relayed to hundreds more outside the church by loudspeaker.

Mrs. CAROLINE THORPE

Since the preparation of this magazine we learn with the deepest regret of the death of Mrs. Caroline Thorpe, wife of The Rt. Hon. Jeremy Thorpe. Our heartfelt sympathy is extended to Mr. Thorpe and his baby son Rupert in their great loss.

Leading the congregation after the Service of Thanksgiving in St. Helen's Church is Lundy's Senior Citizen and Resident Agent, Mr. Felix W. Gade.

Also included in the picture, reading left to right: Mrs. Kay Harman (widow of the late Mr. Albion Harman), Major-General Ling (Director of the Lundy Appeal), Mr. K. Keast, Mrs. Ruth Harman Jones and Mrs. Diana Keast (sisters of the late Mr. Albion Harman), Mr. Peter Mills, M.P., The Rt. Hon. Jeremy Thorpe, M.P., Mr. Jack Hayward, O.B.E., Mrs. Christian Smith (Director of the Landmark Trust), Mr. Hayward, Junr., Mrs. Hayward, Mrs. Caroline Thorpe, and Mr. John Smith (Chairman of the Landmark Trust).



THIS MADE NEWS

100 YEARS AGO

JANUARY 1st, 1870:

A pilot named Henry Tucker and an assistant named Isaacs were drowned in the Bristol Channel near Lundy Island, on Wednesday night. They had piloted the 'Queen of the Mersey' from Penarth Dock, and left the ship in a punt to reach the pilot boat. The sea being very rough, the punt was upset and both men were drowned.

(*Western Morning News*)

APRIL 28th, 1870. Telegraphic communication with Lundy Island:

Captain Charles Chapman of the Mercantile Marine Service has during this week been busily employed in making arrangements for the laying of cable between Hartland Point and Lundy Island. The importance of this undertaking cannot be over estimated. Masters of the wind-bound and homeward-bound vessels will be able to report themselves, and any wrecks and casualties which may occur will be speedily made known, especially in weather when the island is unapproachable. All this service will be rendered free of cost to shipping. Capt. Chapman is the representative to Sir William Mitchell, and is employed by him to survey and report on this part of the coast (we are indebted to Mr. R. Huxtable, Lloyds Agent, for this information).

MAY 12th, 1870:

Wivell v. Benthall — An action for £50, being a reduced claim to bring it within the jurisdiction of the Court — Mr. Bromham for plaintiff, who is the proprietor of the Barnstaple Brewery, said the goods were supplied to the Western Granite Company (Lundy Island) on the order of Mr. Wilkins, who was the Agent of Mr. Benthall. The learned gentleman read letters and detailed conversation tending to prove the defendant's liability. He admitted to Mr. Wivell that there was no Company — that he was the Company "and hoped it would be a good thing" — Plaintiff: "I am a brewer in the town. In the summer of last year Mr. Wilkins called on me. I knew him previously as a servant of the old Company. He ordered goods on account of Mr. Benthall" (the account book was put in and plaintiff gave evidence as to the items) — Mr. I. Bencraft, for defendant, objected that his client had not received an account — Mr. Bromham asked for an adjournment to the next Court. He would meanwhile do his best endeavour to get Wilkins to attend.

(*North Devon Journal*)

MAY 12th, 1870. Marine Excursion (from Bideford):

The marine excursion on Friday morning by the "Prince of Wales" steamer to Lundy Island, was not a profitable spec. The coldness of the weather prevented many from going. It is hoped that the next trip will be a more remunerative one.

(*North Devon Journal*)

MAY 19th, 1870. Compulsory Pilotage:

Before the Committee of the House of Commons on the Compulsory Pilotage Bill on Friday, Capt. J. Roper, harbour master of the Port of Bristol, said he was in favour of adopting the compulsory system as far down the Bristol Channel as Lundy, while it was absolutely necessary from Kingroad to Bristol on account of the tortuous character of the Severn. The maintenance of the compulsory system would lend very much to the efficiency of the pilots and the protection of the shipping. The restrictions were not so great but that the Master of a brig might employ a tug. If they were to abolish the compulsory pilotages from Lundy to Kingroad it would still be necessary to have it on the Avon from Ree to Bristol. "Young Bristol" was in favour of extending the free system, some thinking it ought to be entirely open as far as Kingroad.

(*North Devon Journal*)

MAY 26th, 1870. The fearful explosion off Lundy Island — Two Lives Lost:

We briefly reported yesterday a fearful explosion off Lundy Island. From later particulars it appears that on Thursday morning the barque "Asterias" owned by Mr. Ramlett of Boston, U.S., 800 tons register, sailed from Cardiff with 1,230 tons of steam coal shipped by Messrs. David Davis and Co., for Hong Kong. The crew which numbered 14 hands, all told, consisted of Capt. S. W. Sloane, Mr. George Deacon of Cardiff, first officer, Mr. Watts, second officer, and eleven coloured seamen. Everything proceeded well until a quarter to 10 on Saturday evening when, the vessel being at this time about 20 miles west of Lundy island, a fearful explosion took place. Commencing forward, the shock travelled aft, laying open the cargo and stores, the deck parting in the middle, dislodging the bulwarks and stanchions carrying away portions of the sails and rigging, smashing the pumps, and throwing the crew about in all directions. A coloured man named John Johnson, who was at the wheel, was flung

into the air and never seen again. Another man was thrown into the sea, but he caught a rope and was hauled on board by means of it, and the men in the fore-castle were tumbled over each other, the fore-castle rising and falling all the time, and were buried in the debris. The Captain was found between the main and mizzen masts bleeding from the ears and mouth, and died twenty minutes afterwards. Two men below were badly burned, another had one of his thighs broken, and a fourth was severely scorched. The ship took fire and the slightly injured men threw bodily into the water a fine long boat and a lifeboat and scrambled into them the best way they could, taking with them the Captain. They hardly got into the boats before the masts, which had so far stood firmly, together with the remaining portion of the rigging and sails, came crashing about them, again threatening them with instantaneous death. From this danger, however, they escaped, and pulling away from the "Asterias" which was left burning, they were picked up two hours afterwards by the brigantine "Success" of Dublin, bound to Caen, and arrived about half past nine on Monday morning at Mount's Bay. Here the twelve survivors took to their boats in consequence of the prevailing calm, but a breeze sprang up shortly afterwards and they were towed by the schooner "Beryl" to Penzance, where they landed shortly after four in the afternoon, and where their wants were attended to by Messrs. W. D. Mathews and Son, who obtained the services of Messrs. Boase and Quick, surgeons. The crew stated that the second mate and a seaman went below with a light in order to find something and this caused the explosion. It is also said that two ventilating hatches had been kept open up to the time of the explosion. The men who were on deck at the time of the catastrophe fared much worse than those down below, and the escape of any of the crew alive is marvellous. The body of the unfortunate Captain was landed at Penzance. The steam-tug "Dandy" of Falmouth, passed in a fog on Saturday evening, five miles south-west of Milford Haven a three masted vessel on fire, and drifting towards Milford. In all probability the burning vessel was the "Asterias".

(*North Devon Journal*)

JUNE 14th, 1870. The Lundy Granite Company: In the Court of Equity on Thursday, before the Master of the Rolls, the National Bank claimed to rank as creditor of this Company for a sum of £16,400, the greater portion of which had been overdrawn by the Company, who had banked with the applicants, the rest being for bills discounted. The official liquidator contended that the debt was invalid, having been contracted by the Directors without the resolution of an extraordinary meeting as required by the articles of association, and on this and other grounds denied the liability of the Company, but the Master of the Rolls held that the claim must be allowed. Having had the benefit of the money, the Company could not be heard to dispute the validity of the transaction, besides which the directors were empowered to draw cheques and accept bills for the legitimate purposes of the Company, as they had done for this instance. The claim was allowed with costs. Mr. Swanston, Q.C., and Mr. Locock Webb appeared for the Bank and Mr. Jessel, Q.C., and Mr. Higgins for the Company.

(*Bideford Gazette*)

[continued on page 14]



P. H. Gosse

SEA AND LAND

by Philip Henry Gosse, F.R.S.

P. H. Gosse, the English Naturalist, was born at Worcester on April 6th, 1810. He spent his boyhood at Poole in Dorset. In 1827 he became a clerk in a Whalers' office at Carbonear, Newfoundland, where he beguiled the tedium of his life by investigations into natural history. After an unsuccessful interlude of farming in Canada, he travelled in the United States, teaching for a while in Alabama. He returned to England in 1839 and subsequently wrote and published many popular works on Zoology, including "The Birds of Jamaica", where he lived for a short time. He developed a considerable interest in Marine Biology, carrying out most of his research work at Ilfracombe and South Devon. Gosse was elected F.R.S. in 1856 shortly before settling in Marychurch, Torquay, where he lived for the remainder of his life, dying on August 23rd, 1888.

In July, 1852, he stayed for a week on Lundy, and from this visit produced a manuscript which appeared in serial form in a periodical called "Home Friend". It was not until 1865 that his description of Lundy appeared in book form, when it was incorporated with other papers under the title of "Sea and Land".

We are indebted to Messrs. James Nisbet and Company, Welwyn, for permission to publish these extracts from "Sea and Land", which also appeared in Issue No. 5 of the "Lundy Review", published by Stanley Smith in 1959.



Ilfracombe, from a contemporary engraving

THERE are many odd nooks and corners in England which are seldom visited by tourists, and of which topographical writers know next to nothing, which are yet well stored with objects of interest amply sufficient to repay the toil and ingenuity expended in searching them out. Such a spot is Lundy, that little rocky island with precipitous sides, that stands in the midst of the waters of the Bristol Channel, like a sentinel, to guard this great sea-road into the heart of England. I had been prosecuting some researches among the microscopic zoophytes, and other objects of marine natural history, on the picturesque coast of North Devon, through early summer; and from the lofty downs and cliffs around Ilfracombe I had often gazed out upon Lundy, a long low wall of purple in the horizon, and wished to explore it. It can be seen only in the clearest weather; many a day I have looked for it in vain, and thus its appearance became associated with lovely mornings and clear golden sunsets; and what I had heard of some peculiarities in its zoology, and what I imagined an insular rock so situated might afford to the naturalist, determined me to take the earliest opportunity of a visit to its cliffs.

Such an occasion was found through the courtesy of Hudson Heaven Esq., the eldest son of the proprietor of the island, who kindly invited myself and two companions to accompany him in his boat, about to sail. Accordingly the break of day on the 1st of July saw us on the little quay at Ilfracombe, with portmanteaus and carpet-bags, collecting basket, bottles and jars for zoophytes, and some packets of sandwiches and other comforts for the interior organisation. We had to wait at least an hour after the time appointed, before the tide served; it was rather a cold morning; the sky was leaden, and there was already a tough breeze from the westward, dead against our course, which seemed likely to freshen; the fishermen, moreover, that sauntered out from their hovels at that early hour, assured us, to keep up our already wavering courage, that there was a pretty heavy sea running outside. However, we were booked for the voyage, and were not going to retreat because it might have a dash of adventure; indeed, the heroism of one of our party was so strung up by the exciting prospect, that he boldly intimated his purpose of joining the search for Franklin, after this expedition.

So at length we stowed ourselves in the stern-sheets; the peak was hoisted, the jib was set, the mainsail trimmed; another pull upon the peak-halyards, the jib and main sheets tautened and here we were with the red sails as flat as a pancake, facing the westerly breeze, and pitching and rolling in the wash of the sea, which is always more than ordinarily uproarious off the harbour's mouth just at the turn of the tide.

The little boat ploughed and dug through the green and foaming waves, quivering now and then as one struck her broadside in a way that rather put a damper upon our mirth. Before she had made one short tack, and before we were well abreast of the flag-staff that crowns Capstone Hill, an envious sea curled up its green head right over the quarter, and broke upon us, drenching us completely as if we had invaded its domain instead of its intruding into ours. A pretty pickle this to begin an eight hours' voyage with! and very comforting to the stomachs, already receiv-

ing awful warnings of what was about to be. We all grew as mute as mice in no time: the enthusiasm of science, no more than the pleasure of holiday-making, can bear up with dignity against the manifold inflictions of cold and wet, cramped limbs, and the perpetual eversion of that internal organisation I spoke of just now, which no sandwiches could soothe. But let that pass. The approach to the island was interesting; especially as our kind cicerone, Mr. Heaven, pointed out the different objects of interest, and gave us legendary and statistical information. Its form somewhat resembles

that of an oak-leaf, being considerably sinuated in outline, and the narrow peninsular of Lametry, constituting its southern extremity, with Rat Island as its termination, we may call the footstalk of the leaf. This end of the island curves round to the eastward, partially enclosing a little bay with good anchorage, pretty well sheltered from all but easterly winds. About twenty vessels were lying here at anchor, of various nations and of all sizes, from the stately three-masted ship to the tiny fishing skiff. On our expressing surprise at seeing so many craft, Mr. Heaven assured us that often there were many more. "I have known", said he, "three hundred vessels in sight at once. On one occasion the wind had hung long from the westward, and had kept in the outward-bound craft: it at last changed and allowed them to sail, but suddenly shifting again, and coming on to blow heavily from the old quarter, a hundred and seventy vessels put back and anchored in our little roadstead, all vessels of size, not counting boats."

The only landing-place on the whole island is in this bay; and here the Trinity House* have made a good carriage-road from the beach up the precipitous hill-side to the lighthouse, which occupies the highest point, and which I shall speak of more particularly presently. Up this zigzag road, which is substantially built with granite in the lower part, where it is exposed to the action of the sea in heavy gales, we climbed, eager to find the means of satisfying our quickened appetites, yet not indifferent to the charms with which nature had embellished this lonely place. The sides of the road were gay with flowers of many kinds. The common mallow, the milfoil, the weld or wild mignonette, looking like its pleasant namesake, but scentless; the flaring ox-eye daisy, the figwort, with its brown bead-like blossoms; the navew, loose and sprawling, but bright in hue; ragworts and sowthistles, and elder-bushes with snow-balls of bloom, the nearest approach to a tree which the island can boast; these, with minor weeds and grasses and ferns of several kinds, fringed the footpath. The perpendicular side of the road, where the shale had been scarpd away, and the crevice of stones, where it had been faced with a rude wall, presented other and more attractive features. The kidney vetch, or lady's finger, displayed its heads of delicate flowers in pro-



The Landing Beach, 1852

fusion, pale yellow fading into cream colour; and the scarlet-tipped blossoms of the little bird's-foot lotus, that characteristic plant of our seaward downs and precipitous slopes, were not less abundant. From between the loose stones the navelwort shot out its singular spikes, each springing perpendicularly from a bed of succulent shield-like leaves, and fringed to its tall summit with little drooping bells of yellowish white. The situation seems particularly agreeable to this plant, for we found it in many parts of the island growing in great luxuriance, some of the spikes eighteen or twenty inches in height, and thickly covered with flowers. The herb robert, the bitter vetch, and the purple sandwort, displayed their unobtrusive but pretty blossoms among the herbage; and the crimson bells of the common heath, already opened, were fringing the edges of the slope above our heads. The sheep's-bit scabious, a lovely flower, with globose heads of azure blue, was not wanting; and the surface of the rock was covered here and there with broad patches of the white stone-crop, whose white, or rather carnation coloured, starry blossoms were conspicuously beautiful. But more prominent than all was that noblest of British flowers, the tall foxglove, flourishing in special luxuriance and beauty, while fragrance was diffused from scores of honeysuckles that climbed and sprawled on every side.

All these and other plants, some greeting us as old acquaintances, others possessing the charm of comparative novelty, were an agreeable contrast to the desolation and barrenness we had pictured to ourselves as reigning here. And as we proceeded we saw pleasant traces of feminine taste, for gentle hands had been busy sowing seeds of stocks, and wallflowers, and nasturtiums in the nooks of the rock, which were now beginning to spread the beauty of their foliage over the ruggedness, and gave promise of additional beauty by and by.

*Philip Gosse is incorrect in attributing the entire Beach Road construction to Trinity House. The roadwork from the Beach as far as the Battlements was undertaken by Mr. Heaven in 1838 after Trinity House had expressed the opinion that it would be impossible to carry out.

JUNE 23rd, 1870. Telegraphic Communication with Lundy Island:

We stated a short time ago that it was intended to establish telegraphic communication between Hartland Point and Lundy Island. We understand that the principle movers in this project are the proprietors of the "Shipping Gazette". The cost estimated at £2,000, which will be chiefly borne by them, and the maintenance, is estimated at £175 annually; and for messages to be conveyed to the different ports in the Bristol Channel there would be an annual charge of £75. The Cardiff Chamber of Commerce, at their meeting held on Wednesday, consented to give the required sum for the benefit of the information, and the Bute Trustees have consented to give £20 out of the sum annually required. (*North Devon Journal*)

JUNE 30th, 1870. Marine Excursion:

As it will be seen in another column, there will be a cheap excursion from Bideford to Lundy Island and Clovelly by the "Prince of Wales" steamer on the 6th proximo. As this is the last excursion to the island which will be permitted, no doubt a large number will avail themselves of this trip. (*North Devon Journal*)

JULY 7th, 1870. Marine Excursion:

The "Prince of Wales" paddle steamer made an excursion to Clovelly and Lundy Island yesterday. The weather was fine, but the number of excursionists was not large. The "Princess Royal" steamer of Bristol will make a similar trip on the 20th inst. (*North Devon Journal*)

JULY 21st, 1870. Letter to the Editor—Wivell v. Benthall:

Sir, Having been informed that some-mis-statements have been made in connection with this case, and not being able to discover what the statements were owing to the isolated position of Lundy Island, the mail before last I procured copies of the papers in which the reports of the above-named case appeared, and as I perceive that my name has been frequently mentioned I think it my duty to lay before your readers the following facts: My first acquaintance with Lundy Island was in September 1868, when I, as Agent of the Liquidators of the Lundy Granite Co., took possession of the effects of the Co., then in liquidation. In the Spring of 1869, wishing to find a purchaser for the lease and assets of the late Company, I applied to some friends who introduced me, in April, to Mr. Henry Benthall, by whom an arrangement was made to purchase. On the 21st May an arrangement was entered into by Mr. Benthall appointing me the manager for a term of six years—on the 24th June the property passed from the liquidator of the Lundy Granite Co. Ltd., into the hands of Mr. Benthall. An arrangement was then pending to form a company to carry on the works. An undertaking, or rather two, was entered into between Mr. H. Benthall, Commander Rivington, and Mr. Stacey, on the 9th of July for the purpose of setting the share in the partnership that each was to take, and their liabilities. At a meeting of these gentlemen a resolution was passed and duly entered into a draft minute book that I was to proceed to Fremington and Lundy and take charge of the property as manager, and likewise to hold possession of the same for Commander

Rivington, the Mortgagee, who had advanced the means to enable Mr. Benthall to effect the purchase. My instructions were to open credits with any tradesmen that I could to furnish the island with stores, it being represented that before two months had elapsed cash should be sent down to pay the accounts, as also the men's wages, which I undertook to pay myself in the meantime; it was, also, distinctly agreed that any stores or implements ordered by the liquidator during the pending proceedings and sent for use to the island, should be paid for by Mr. Benthall, in pursuance of those instructions; and, having the authority appointing me manager of Lundy Island and the depot at Fremington, I proceeded on the 11th of July, 1869, to those places, and opened various credits in Mr. Benthall's name and paid wages etc. I also informed Mr. Wivell that the beer sent on the island on the 24th of June, 1869, was in accordance with the agreement, to be paid for by Mr. Benthall. Application having been made by some of the tradesmen for payments, I received in reply to my communication the following instructions under date of 24th August: "It may be adroitly hinted to the tradespeople that the purchase of such a large property insures any amount of credit required in other quarters, and the stores are obtained in London and Bristol on lower as well as more liberal terms than they offer; and that the Company, when formed, will distinguish those who have placed faith in their early movement from those that doubted them". On the 6th of Sept., I for the first time was informed of the formation of the Company under the name of the "Western Granite Company", although I was aware that that would be its ultimate name. On 20th January, in this present year, being then in London, Mr. Stacey furnished me with copies of the joint agreements under the date of the 4th June and 9th of July, 1869, then for the first time seen by me. In the agreement of the 9th July, it states in Section 5 "In the meantime, until the sale and dispatch of the quarries and property, the rents, rates, taxes, and outgoings and expenses of working the same shall be borne and paid for by Mr. Benthall." How Mr. Benthall denies his liability I cannot comprehend. On the 4th of June I was summoned as witness in the above case, but objected to leave the island—not, as reported, because "I would not venture across unless a steam tug was provided" but that I required a tug to bring me back again as soon as my examination was over, for being in possession for the Mortgagee I considered it not prudent to leave—which I should have had to do—for nine days, on account of the skiff not returning sooner. I also thought it necessary to obtain leave of absence from the Mortgagee, and wrote for that purpose the same day to London. Mr. Benthall replied on June 7th: "I can't ask Capt. R. to give consent to your leaving the island, because I know he would not interfere, as it would at once compromise him and involve him in liability". I also observe that Mr. Benthall is reported to have said that he was deceived by me in the matter. I have written to him to request an explanation of this.

I remain, Sir, yours respectfully,
Manager, Frederick Wilkins.
The Western Granite Co. Ltd.,
Lundy Island. July 14th, 1870.

(*North Devon Journal*)

JULY 28th, 1870. A Trip to Lundy Island: On Wednesday, the "Princess Royal", screw passenger boat, belonging to the Bristol Steam Navigation Company, made a highly successful excursion trip to Clovelly and Lundy Island. The Company lent the boat for this excursion at the request of several tradesmen of the town who were desirous of securing a clean boat with ample cabin accommodation. The notice of prohibition issued by Mr. Heaven, proprietor of Lundy, forbidding excursionists to land on the island, prevented many from going who would otherwise have availed themselves of the opportunity. The "Princess Royal" landed a good number of passengers at the romantic village of Clovelly, and then made for Lundy. No sooner, however, had the steamer anchored in the roads than a boat was put off, the crew of which handed a written protest on board, of which the following is a copy:

Lundy Island. July 20th, 1870.

I hereby give you notice not to land any passengers on my property—the island—or I shall consider you a wilful trespasser and hold you responsible for such purpose, and I hereby inform you that there is no public pathway or road on this property.

Signed: W. H. Heaven

Sole proprietor of this island.

To the Captain of the "Princess Royal".

Capt. Bailey, Master of the boat, in his usual courteous manner, asked the passengers their wishes, and there was a unanimous request for a boat to take them ashore—each one taking upon himself the responsibility. Mr. Heaven was on the beach, and made a vigorous protest against persons going up the Trinity House roadway (constructed in 1819) to the lighthouse. Several very curtly told him "the public had the right of way on the island before his time and would have it after him", Mr. Heaven remarking that "he supposed he must submit to mob law". Two hours were spent on the island, after which the party returned to Bideford. The Ex-Mayor of Bideford proposed a vote of thanks to Capt. Bailey and to Miss Davies, the Stewardess, for their courtesy and kindness to the passengers, and for the excellent catering on board. A wish was expressed that at some future day the "Princess Royal" would make a similar trip under equally pleasant circumstances. (*North Devon Journal*)

AUGUST 2nd, 1870. The Excursion to Lundy: We are requested to state that neither the Mayor nor the Ex-Mayor, both of whom have been alluded to as being on board the "Princess Royal" were among the company on the occasion of the recent excursion to Lundy. "A Passenger", who says he is a teetotaler, and was "disgusted with the conduct of certain parties during the journey home", writes a long letter suggesting that "less drink should be allowed on the excursion boats in future, for the immense quantity consumed during the day made it exceedingly unpleasant and annoying to those who know how to conduct themselves with propriety." For this he does not blame Captain Bailey, who's efforts to accommodate his passengers are always satisfactory, but thinks he should exercise a little extra supervision over the bottles and glasses on these special occasions. He also alludes to certain acts of indiscretion, and to a threat to pitch one or two passengers overboard, and asks "are these the pleasant and agreeable circumstances under which another similar excursion is wished for?" (*Bideford Gazette*)



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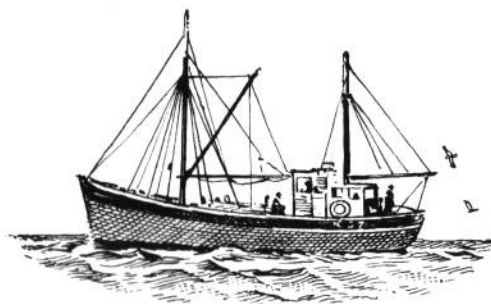
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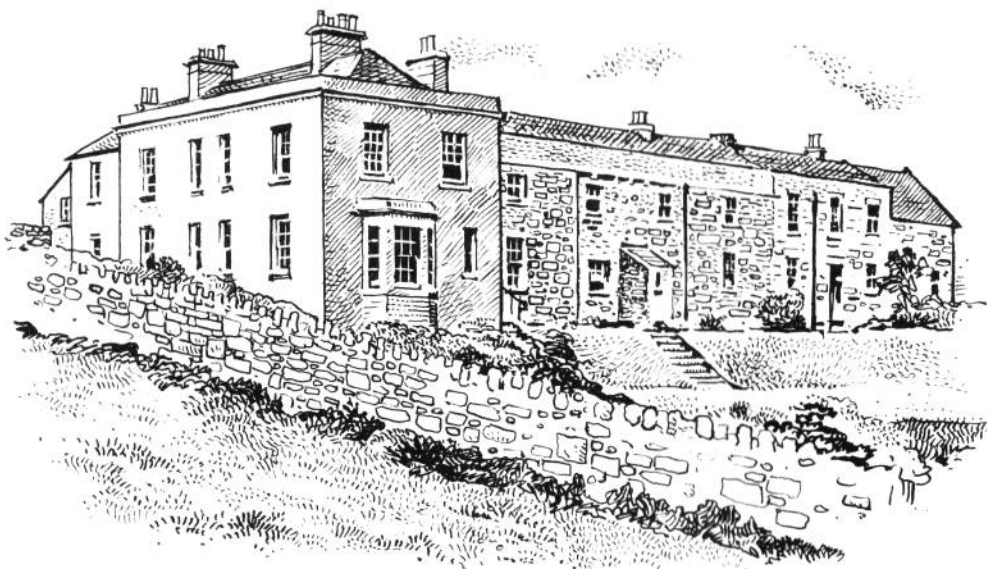
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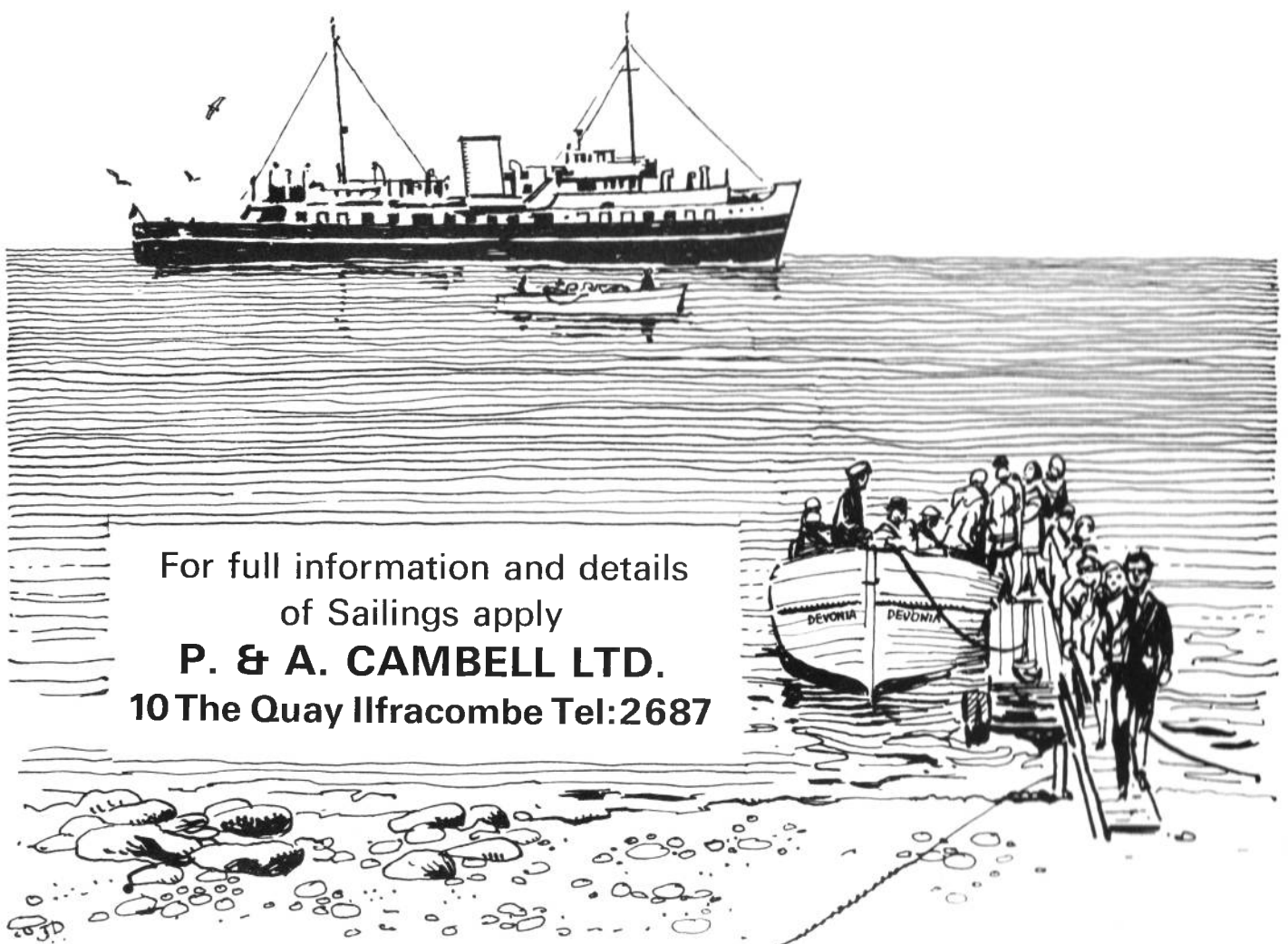
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