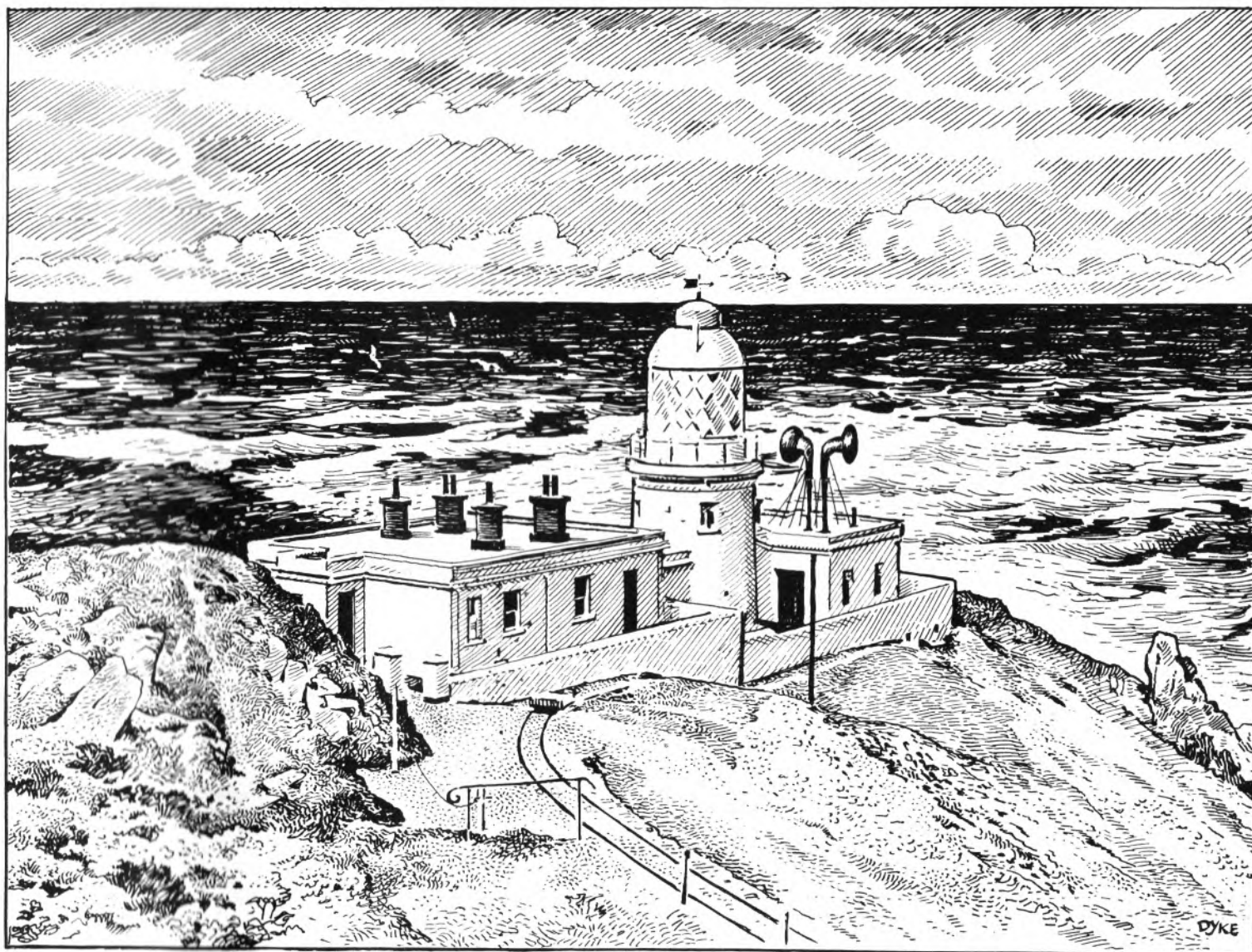




AUTUMN/WINTER ISSUE 1970

VOLUME 2 No. 2



Readers might be tempted to enquire if AUTUMN isn't a little late this year, and we crave your indulgence for the appearance of this significant mark applied to the Lundy mail as a reminder of the prevailing weather conditions — gale force winds and turbulent seas.

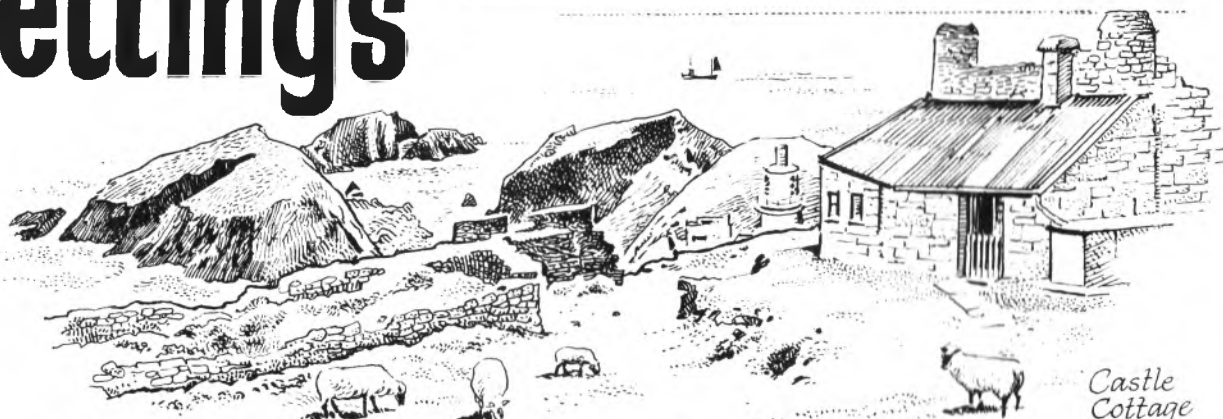
Frustrated publishers, printers, and readers, all share the annoyances of "DELAYED BY STORM". We are sorry, and hope to catch up with our seasons eventually!

THIS sketch of the North Light is based on a photograph taken not long after commissioning in 1897, and shows the twin fog-horn sirens. At the present moment an electrical system is being installed and, in due course, the Lantern, which includes the clock-work mechanism made in Paris, the incandescent paraffin mantle, and massive twin lenses, will be removed, probably by helicopter, to form a major exhibition at the island Museum in the old Barn in the High Street. In all weighing over 4 tons, the Lantern is a fine example of late nineteenth century precision engineering, and we are indebted to Trinity House for this excellent contribution to the Museum.

At a future date the North Light will become fully automatic and under remote control from the South Light.

Holiday Lettings

ATTRACTIVE COTTAGE CONVERSIONS

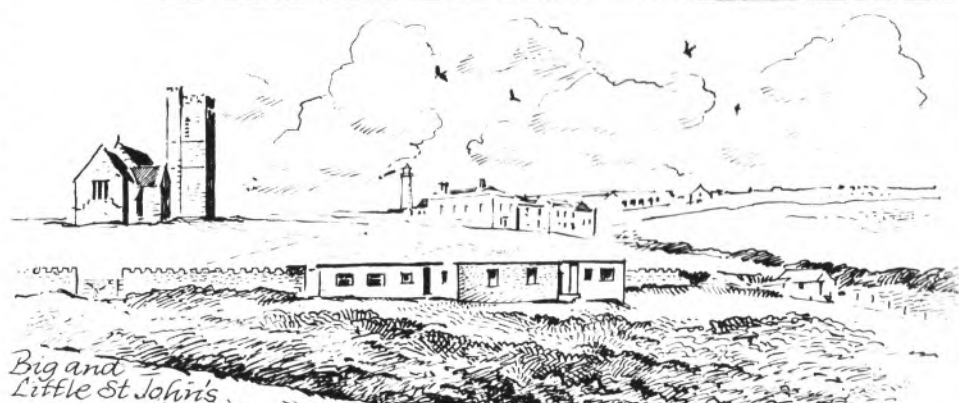


Castle Cottage

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.

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.

BIG ST. JOHN'S: Contains a convenient kitchen, a convertible living room, and bedroom, providing accommodation for 5 people. The washroom has a handbasin with h. & c., and a W.C.



Big and Little St John's

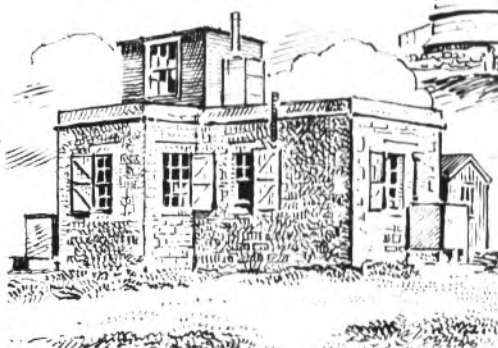


Hammers

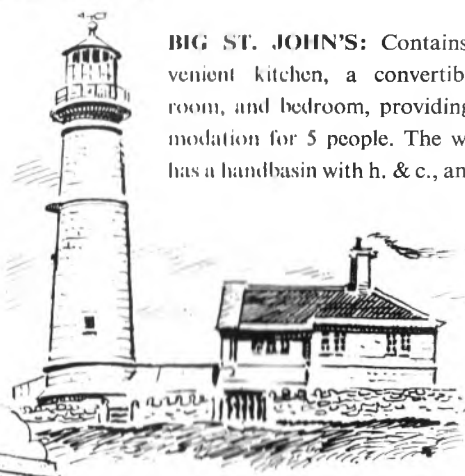
HANMERS: Has two living rooms, each with a single divan. One bedroom has two 3 ft. divans, and the other has bunk beds for two. There is a pleasant kitchen, washroom, and separate W.C.

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.



Tibbetts



The Old Light

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 AGENT, LUNDY, BRISTOL CHANNEL, via ILFRACOMBE, NORTH DEVON
Telegrams: Lundy, via Hartland Point.

IN the last issue I described our aims for Lundy. We are now working out what we have to do to achieve these aims.

To do any major repairs on the island, the builders must have somewhere to live. Accordingly, our first task is to put up temporary quarters for ten single and two married men. These will lie behind the linyhay, along the contour.

We must then build the short length of sea wall necessary to support the landslide of 1969 and to prevent the beach road from carrying away again. At the same time we must tackle the island's water supply. There is plenty of water but nothing like enough storage, as all who have stayed on Lundy will know. So that the High Street cottages can have electricity we are also making, now, temporary improvements to the supply.

In due course we hope to put all the existing overhead wires underground, and move the generators to a point where they will be less audible. Many will no doubt feel it would be nice if Lundy could do without electricity, but the electricity is already there and life on the island is now in certain ways dependent on it.

Visitors in high summer will have noticed that Lundy also has a drainage "system" serving Millcombe and the hotel. This is another tiresome blessing of civilisation which must be attended to, and it is likely to prove a laborious and expensive job.

The hotel is in probably the worst condition of any building on the island; indeed it is doubtful if it will stand much more than another winter, and it must be tackled at once. We are very anxious not to close it, and so break the long continuity of summer visitors which has lasted since Victorian times. Therefore we shall first repair Millcombe so that it can provide kitchen, dining room and sitting room while the hotel itself is repaired in stages.

Another building which must have a high priority is the roofless barn opposite the tavern. This is the only existing building capable of taking the magnificent optic, and associated equipment, which Trinity House are very kindly giving us when the North Light is modernised. Accordingly we feel this barn should become the Museum. Quite apart from the need to house the optic, we are anxious to start a Museum quickly in order to check the steady drain of objects away from the island—and, indeed, to reverse the flow. The Museum will be able to spread unobtrusively through the disused buildings which adjoin the barn and I believe, in the hands of John Dyke will prove an enjoyable and stimulating place to visit or to work in.

There will still remain several extremely urgent tasks, such as consolidating the castle and repairing the Old Light, but the work I have described above is enough to be getting on with. There would, I may say, be little prospect of completing any of it, in the face of the physical difficulties which Lundy poses, were it not for the arrival on the island of Ian Grainger and his family. To come and be engineer in charge, and second in command to Mr. Gade, he has given up an excellent job and a comfortable house and farm of his own; but I believe that, by giving Lundy a new lease of life, he will, like Mr. Gade, earn the respect and gratitude of lovers of Lundy all over the world.

JOHN SMITH

ILLUSTRATED LUNDY NEWS

AND LANDMARK JOURNAL

AUTUMN/WINTER 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)*

Subscription Rates:
Obtainable on the Island: Price 3/-
Postal subscriptions (Home and Abroad): £1 for 6 issues



PUBLISHED BY JOHN DYKE, ON BEHALF OF
THE LANDMARK TRUST

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

HARVESTING

by F. W. Gade

MY recollections of harvesting on Lundy date from 1927. I remember that about 8 acres of the northern half of what is now known as the Airfield, were tilled into black oats. The Airfield was two fields in those days with a low bank, and port and plain wire fence surmounting the bank. The fence ran due west from the westwall of the Brick Field, where now the wall is built up for a few yards. There was a field gate to allow passage on the track northwards.

The 1927 harvest promised well, and I am sure that I never saw such long straw in any succeeding oat crop, but the deer did a lot of damage, not only eating the corn, but making lairs amongst it. The Fallow and Sika deer could not be seen in the oats when they were ripe, even when they were standing up. The deer fence, which followed the line of Quarter Wall, was not completed until after the deer arrived and it was found impossible to drive all the deer north of the fence, and then complete it, and thus prevent the animals from returning.

The harvesting was conventional of those times. An International reaper and binder was used, drawn by three horses. The sheaves were stooked, and remained in the stooks until dry and all weeds in the butts of the sheaves were dead. When the day arrived for "carrying" to commence, the stooks were tipped on their sides with the butts pointing east to catch the maximum of sun. The corn was ricked in the mowstead on a bed of gorse and blackthorn branches. A few of the last loads carried were stacked in the old barn, now roofless. In the barn was a stationary threshing drum, driven by a 42 h.p. Blackstone oil engine, which also powered a chaff cutter in the barn loft from which there was a chute into the adjacent "round house", the chute feeding the chaff into suspended sacks.

There were also a power driven gristmill and circular saw. The reaper and binder broke down completely three or four years later and was not replaced; instead a reaper attachment was bought for use with the hay mower. It was mounted on the knife bed and there was provision for a man to sit on a seat over the mower wheel on the righthand side. This man was provided with a special wooden tool, which he used for pushing the corn off the slatted platform onto which the crop fell as it was cut. In a heavy crop this man worked very hard. Four more workers were responsible for drawing the bundles of oats out of the path of the mower, and that too was a strenuous job. The mowing completed, the sheaves were then tied with bonds of straw drawn from each pile, and stooked. This method of harvesting naturally took longer than the reaper and binder, and there were some years when the last loads were not carried until well into October.

The tying of the sheaves was a task in which almost everyone took a hand, including some hotel visitors and lighthouse keepers. In fact, during the war it would have been impossible to complete the work without the assistance of the lighthouse men, notably Cecil Trezise and Tom Cuthbertson from Lundy South.

One of the team of plough horses died in 1939, and his successor, "Marisco", though not a heavy draught horse, who had been a surprising success, also died in 1941 before harvesting commenced, and with only one horse remaining, and no transport available for bringing another to the island, there was nothing for it but to resort to scythes, or, more accurately, one scythe, for there was only one man on the island who could wield a scythe and he was "Wiggy" Green, a Royal Naval reservist, called up for service and forming one of the crew of R.N. ratings established at the Old Lighthouse which had become a War Watching Station. Harvesting was a very protracted operation that year. After much hesitation the Devon County War Agricultural Committee had grudgingly consented to Lundy being allowed to buy a Fordson Tractor, but it did not arrive until the harvest of 1941 was over. The advent of the tractor speeded up the mowing, but with a reduced labour force it was often impossible to till the seed until late April or early May, which meant that the oats were rarely ripe until late August or early September.

During the period 1929 to the mid 30's, the hay and corn ricks were expertly thatched with "reed" (actually wheat straw), by Robert Helson. The "reed" was imported and soaked in the Rocket Pole Pond. Helson twisted his bonds himself, using a device called a "twink". The split hazel "spears" for securing the bonds were also imported. Helson was an artist in straw, making all kinds of ornaments to furnish off the ends of the rick ridges, as well as corn dollies for the children. He had lost the sight of one eye in early manhood, and at about the age of 76, a dreadful accident befell him. He was laying a bed of blackthorn for a rick and when separating two branches a twig which was held by another twig sprang and a thorn pierced his remaining eye, and he became totally blind. After Robert Helson's accident Sisalkraft sheets were used as rick covering. This method was not really suitable for corn ricks, the straw being more slippery than hay, and the winds could move the sheets although they were covered with special nets, supplied by the manufacturers.

In October 1944 a severe gale removed the roof of the barn and, without the possibility of obtaining labour for re-roofing, the old Blackstone engine was ruined by rain. It was, by that time, so old that the Blackstone Company had ceased to make spare parts and nothing could therefore be done. The threshing drum was also falling to pieces, and the only way of separating the grain from the straw was by flailing, a long, tedious and exhausting process. Much of the grain was fed to the cattle, ponies and poultry, in the sheaves. In the early 1950's a second-hand threshing drum was purchased and erected in the mowstead and dismantled after each threshing, and in 1956 a second-hand reaper and binder was bought. Between 1950 and 1956 Lundy had no sea transport. The aircraft which supplied the island's needs could not accommodate a bulky machine such as a reaper and binder, but in June 1956 the "Lundy Gannet"

was bought, and all manner of articles, which had long been needed, were brought across, and livestock shipments were again possible.

Some four or five years ago it was decided that Lundy would be better off if the farm land was all turned into grass, with more expenditure on fertiliser which would increase the yield. The arable land was sown with a recommended mixture for light soils, and consequently, apart from hay, there has been no harvesting since 1965 or 1966. Nevertheless the Harvest Festival Service is still held, and, though there is no produce with which to decorate the Church, the ladies put up a good show with flowers and greenery.

In those days, when crops were harvested, there was a brave show, with selected sheaves of oats, small heaps of flatpoll cabbage, narrow stem kale, mangolds, vegetable marrows, tomatoes, potatoes, flowers, and lobsters or crawfish. Almost everyone on the island attended the Harvest Festival Services, and the well known hymns dedicated to that festival were sung with gusto, sometimes without music, if there was no visitor who could play the harmonium.

Harvesting time so often occurred after most hotel visitors had departed that Mrs. Gade and her staff were free to help and to provide those delicious picnic teas in the harvest field.

An astonishing incident occurred when the harvesting in 1939 was in progress. Albion Harman was married to Kathleen Bloxam very early in September, and the couple were unanimous in deciding that there was no better place for a honeymoon than Lundy. Kay had been a regular visitor to Lundy for six years, and so was no stranger to Lundy and its inhabitants. Harvesting was in progress when Albion and Kay arrived, and, being islanders, they joined in the work almost immediately, tying sheaves. Everyone was summoned to the picnic tea and we were all happily munching when there was an exclamation of dismay from when there was an exclamation of dismay from Kay. "I've lost my wedding ring", she announced. "Where were you working?", said Mrs. Gade. "Over there, about the middle of the field". "Come with me and show me the exact place, as well as you can", said Mrs. Gade. Kay guided Mrs. Gade to where she thought she had been when the summons to "tea" came. With scarcely a second's hesitation, Mrs. Gade crouched down and picked up the ring. Kay was overjoyed, scarcely believing that the ring really had been found so easily. It was a most remarkably fortunate affair. Anyone who has been in a harvest field will know that to find a little gold ring is on a par with the proverbial finding of a needle in a bundle of hay.

For the present there are no corn harvests on Lundy, but the black and dun Galloway calves, many with the typical white face of their Hereford father, the sturdy black-faced Suffolk-Welsh mountain lambs, and the attractive pony foals, will recognise that there is still a harvest.

POSTHUMOUS V.C.

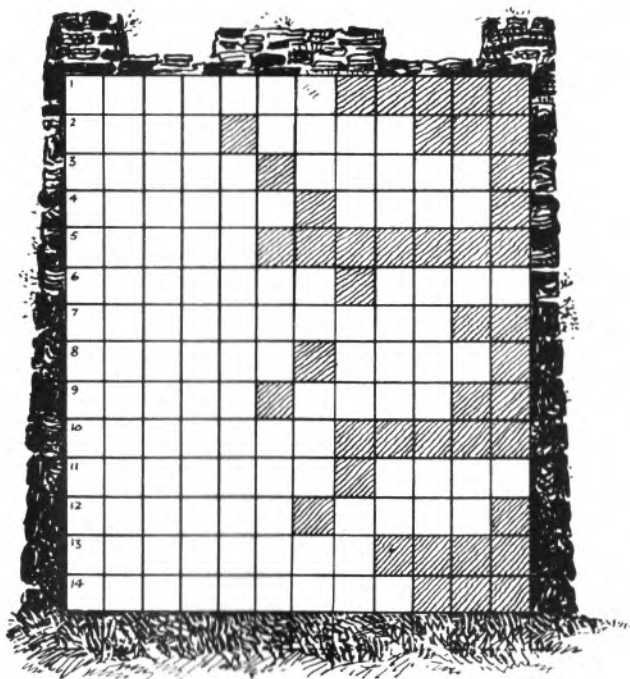
Lieut.-Colonel J. P. Harman:

Mr. Martin Coles Harman, owner of Lundy Island, received at Buckingham Palace on Monday the posthumously-awarded Victoria Cross for his son, Lieut.-Colonel John Pennington Harman, who died riddled with Japanese machine-gun bullets after twice charging enemy posts in Burma. "You can be very proud of your son", His Majesty said.

March, 1945—*North Devon Journal*.

LUNDY CRYPTOGRAM

(compiled by Joan Dyke)



In this Cryptogram all the clues refer to the Island, directly or indirectly, and the first letter of each answer provides another word, or words, reading downwards. (Suggestions for brain-teasers of this, or a similar nature, will be welcomed from any reader.)

A small original 'SURPRIZE' will be awarded for the first correct solution opened on January 30th, 1971 (residents of Lundy excluded). Please mark your envelope "Cryptogram 2".

SOLUTION TO CRYPTOGRAM 1. Key Word: "Marisco Castle"

1. Mousehole. 2. Atlantic. 3. Rattles. 4. Islander. 5. Seal. 6. Constable Rock. 7. Old Light. 8. Crabbers. 9. Anchorage. 10. Shutter. 11. Three-quarter Wall (container — 'Wallet'). 12. Long Roost. 13. Earthquakes.

The first correct solution opened came from Mrs. D. Marsh, of Folly Cottage, Bourton on the Hill, Moreton in Marsh, Glos., who will receive her 'Surprize' in due course.

CLUES

- | | |
|---|--|
| 1. You have to run down to this one. | 8. Dance for a sharp operator. |
| 2. Set ideas upset. | 9. The sole shale on the South Coast. |
| 3. Do the residents keep poultry nearby? | 10. Ideally, these should be near Brazen Ward. |
| 4. Sounds like her boy-friend! | 11. From here it's the same again. |
| 5. Perhaps the Copper Mines 'ad 'em! | 12. Sounds like a very cool act. |
| 6. Definitely home ground. | 13. Gales are often this around Lundy. |
| 7. Came for Bill — after removing the beginner. | 14. On all accounts the unkindest cut of all! |

BOOK REVIEW

THE LUNDY FIELD SOCIETY'S 20th ANNUAL REPORT

THE 1969 Annual Report contains forty-seven pages of good solid reading, the result of much painstaking field work of a very varied nature: this in spite of the fact that the Society has no resident warden or establishment of their own on the island during 1969.

A total of 108 different species of birds were recorded on the island during the year. The two rarest species were an Alpine Swift and a Red-throated Pipit, both recorded in mid-May, but neither of them new to the Lundy list. A summary by C. S. Waller of the number of birds ringed since the Society's foundation in 1947 shows a grand total of 22,860; this includes 283 ringed in 1969. Although the number of migrant birds passing through Lundy remains as varied and interesting as ever, the breeding auks continue to show a sad decrease. However, the breeding gulls, including the Kittiwake, appear to be increasing.

A report on excavations in the cemetery on Beacon Hill by Keith Gardener, Charles Thomas and Peter Fowler, confirms previous evidence that the remains of the chapel within the walls of the cemetery are of 12th or 13th century origin. Investigation of the orientation and distribution of graves suggests that there was probably an earlier centre of focus in the cemetery, possibly the graves of prominent Christians or a martyr or saint.

There are two other accounts in the Field Society Report of archaeological of historical interest. One, the result of analysis on soil samples by Professor G. W. Dimbleby, shows

that pollen grains are well preserved in the Lundy soil, making it possible to assess previous periods of agricultural activity. The other account of more historical interest, is an analysis of the building mortars from seven different buildings on the island. The author, A. F. Langham, makes only very tentative conclusions on dating from this analysis.

Some notes on Lundy's Flora by Mrs. Ann Westcott, while not attempting to be a comprehensive list, indicate possible changes and additions to the Flora, which are only to be expected on an island where there is so much human and other animal traffic to and from the mainland.

Of interest to entomologists is the report by R. Colin Welch, who has listed the 527 different species of Beetle which have now been recorded from Lundy. This total included 55 species found by Dr. Welch which were not previously recorded from the island. The list includes locality and habitat notes of the different species. No doubt, as with plants, there are many opportunities for new species of beetle to be introduced, but probably most of the previously unrecorded species are due to a more intensive search.

A survey of Lundy telegraph poles by A. F. Langham describes the positions of all the telegraph poles between North and South Light and the compass bearings between one pole and the next. It also lists the markings on the poles. The work should be an aid in pinpointing an exact position on the island.

A group of botanists interested in marine algae have started a study of the seaweeds around Lundy. This work is supported by the National Environment Research Council. With the aid of the Bristol Channel Divers and the Northern Polytechnic Sub-Aqua Club they have been able to investigate depths that were inaccessible to previous workers.

Finally, an account by Colin Taylor of the maps that have been printed of Lundy since the first Ordnance Survey map printed in 1888. The account also includes some information about his 5 inches to 1 mile map which has recently been published.

BARBARA SNOW

Copies of this Report may be obtained from the Secretary of the Lundy Field Society, A. F. Langham, "Fermain", Furzefield Road, Reigate, Surrey. Price 7/6d.

VACANCIES EXIST for

Experienced Tradesmen to take part in the extensive repair, restoration and rebuilding works now to be undertaken on Lundy and expected to last some six years. All building trades are required and interested readers are invited to write immediately, giving brief details of their qualifications, experience, age, family, etc. to:

**The Resident Engineer, Lundy,
Bristol Channel, via Ilfracombe.**

Good accommodation will be provided and rates of pay will be negotiable. Only those interested in working for one year or longer on Lundy should apply.

The Albion P. Harman Arboreal Memorial

by Colin G. Taylor

SOON after the tragic death of Albion Harman in June, 1968, two Memorial Funds came into being. One was started by donations given to Mr. F. W. Gade, Lundy's Agent; the other was initiated by the Lundy Field Society. Early in 1970 the two Funds were amalgamated, realising a total of £86 1s. 2d., of which £52 2s 11d. came from the Lundy Field Society. The Fund is still open for those who feel inclined towards contributing to this worthwhile Memorial.

After discussions with the Harman family about the nature of the Memorial, it was decided to plant a number of trees and shrubs in Millcombe. This was mainly because Albion Harman always wished to increase the area of woodland and to replace trees which had died.

Dr. H. C. Dawkins, Department of Forestry, Oxford University, in association with Mr. L. G. Cooper, Forestry Consultant in North Devon, were responsible for ordering suitable trees. They decided to plant: 6 *Quercus petraea* (Sessile Oak), 6 *Fagus silvatica* (Common Beech), 9 *Pinus muricata*, 6 *Pinus pinaster*, and 6 *Pinus radiata*. The most suitable site proved

to be the North Wood above Millcombe House. All but three of the trees were planted in this area and three remaining pines were placed adjacent to the Lone Pine, below Beach Road.

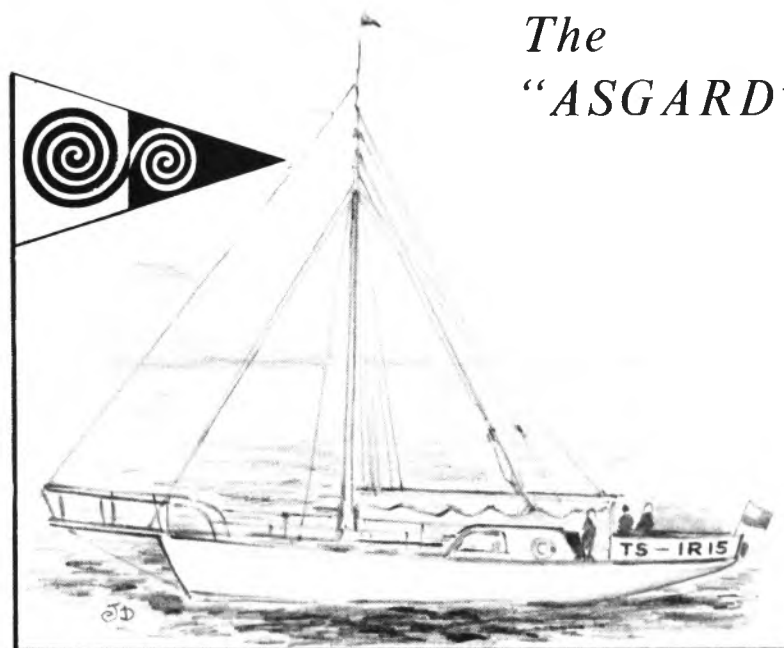
Planting, and the building of protective wire cages, was done during the weekend of September 5th. Drs. D. Horill and C. Welch, together with the writer (Estate Gardener), undertook the task, under the supervision of Dr. H. C. Dawkins.

Mr. F. W. Gade ordered suitable shrubs, consisting of: 2 *Buddleia*, 6 *Escallonia*, 8 *Euonymous*, 10 *Fusthias*, 10 *Griselinias*, 6 *Hebes*, 2 *Hypericum*, 4 *Lilacs*, and 6 *Wiegelas*. Of these, *Euonymous*, *Griselina*, and *Hypericum* have not been previously cultivated on Lundy. Most of these shrubs have been planted in fairly sheltered positions in Lower Millcombe. This work was done during the third week of October, by the writer, in gale force weather conditions.

It is hoped that all the plants will survive the rigours of their first Lundy winter and continue to thrive, giving joy to all who visit this island in future years.



Dr. H. C. Dawkins and Mr. Colin Taylor in Millcombe.



The
"ASGARD"

A competitor in this years Tall Ships race from Plymouth to Corunna, in which she came first in her class and fifth overall, the Irish Sail Training Yacht "Asgard" was returning to Dun Laoghaire with a reserve crew, when she met with very heavy weather, forcing her to alter course and seek the shelter of Lundy Roads.

About five miles off the West Side, an enormous sea engulfed the vessel, breaking off the mizzen mast, smashing a port window, putting the steering out of action, and causing other damage. A tiller was quickly improvised and the "Asgard" limped into Lundy Roads at midnight on August 17th. But for quick action and skill on the part of her Captain, G. F. Healy, officers, and teenage crew, another island casualty might have been registered.

The "Asgard" is rigged as a gaff ketch, and was built in Norway in 1905. Her overall length is 49 ft., and she weighs 28 tons.

The Captain and members of the crew came ashore to purchase stores, and then set sail for Ireland after completing temporary repairs, during the early hours of August 18th.



Derek Sachs

80 NOT OUT

Mr. Gade's Birthday Celebrations

Mr. Gade, making a good recovery from an operation in May, has just been presented with a barometer as a birthday gift from the islanders and staff. He shows Mrs. Gade that it is set fair—a good omen for the future. Mr. Gade has lived on Lundy since November 11th, 1926, apart from 1945/49, when, on Doctor's orders, he resided at Hartland.

Souvenir Score Card

1890

GRAND CRICKET MATCH

1970

Tent Field, Lundy, Saturday July 11th.

1970.

F. W. Gade's XI. v Gentlemen of Wessex.

F. W. Gade's XI.

1	R. Glover	c Milton	b Down	14
2	R. Smith	c Symons	b Down	10
3	V. Rodway	retired		34
4	R. Gannon	b Down		0
5	E. Townsend	retired		7
6	K. Pickard	sf Symons	b Muskett	0
7	A. W. Strick	not out		3
8	R. Darry	not out		1
9	J. Shaw, A. MacPherson and			
10	W. Gann	did not bat		
11				

Extras b 3 lb. w 1 nb.
Fall of Wickets 125, 55, 40, 67, 73, 7, 3, 5

TOTAL 73

Gentlemen of Wessex

1	C. J. Symons	lbw b Glover	0
2	Capt. D. J. Jones	b Gannon	8
3	P. Jebb	lbw b Glover	0
4	R. Hill	c Rodway b Pickard	0
5	G. Craig	b Rodway	1
6	C. M. Price	c Strick b Pickard	33
7	T. Down	not out	14
8	A. E. Muskett	c MacPherson b Strick	0
9	A. Milton	not out	0
10	R. Wonnacott	} did not bat	
11	T. G. Oertzen		

Extras b 3 lb. w 5 nb.
Fall of Wickets 0, 0, 2, 38, 49, 57, 58, 5

TOTAL 64

The game restricted to one hour for each innings. *

A DIFFICULT WICKET

BOWLING HIS OFF STUMP

CAUGHT OUT

RUN OUT

CRICKET Matches on Lundy are rare occasions, usually restricted to once a summer. Everyone participates, whether as players or spectators, and nobody derives more enjoyment from the proceedings than F. W. Gade. Many times in the past he has led his side to victory, but nowadays he plays the essential role of scorer.

For this occasion, the visiting side was augmented by players already on the island, including Miss Alison Muskett, who lent grace and charm to the outfield, but had the misfortune to be bowled second ball of her innings.

Batting first, the visitors made slow progress, and just when we were beginning to think that Capt. Davey Jones had found his land-legs, he was bowled by Dick Gannon for 8. Then C. M. Price and T. Down added a respectable 47 runs, but with time running out (only one hour per innings being allowed) the final total closed at 73 for 7 wickets. This the home side had little difficulty in passing, thanks to the batting of Glover, Smith, and Rodway, the latter playing with great confidence, scoring several boundaries. The outfield was ever ready to conceal a deftly placed ball, although, luckily, this was only lost for any length of time on one occasion.

In failing light and with ominous rain clouds coming up to the westward, players and spectators retired to the Tavern for a convivial evening, and to honour the name of F. W. Gade.

WE MUST APOLOGISE FOR STILL FURTHER DELAY IN THE PRODUCTION OF THIS ISSUE DUE TO THE ILLNESS, AND SUBSEQUENT REMOVAL TO HOSPITAL ON THE MAINLAND, OF THE EDITOR. HE IS NOW MAKING GOOD PROGRESS, AND WOULD LIKE TO THANK ALL WHO HAVE SHOWN SUCH KINDNESS TO US.

MAY WE TAKE THIS OPPORTUNITY OF WISHING ALL OUR READERS THE SEASON'S GREETINGS

JOAN DYKE,
Lundy, December, 1970

Here and there



John Dyke



(top left) We couldn't resist showing you "Pussy", the Editorial 'copy' cat. Although she is Anglo-Siamese, and hails from British West Hampstead, she has adapted herself remarkably quickly to island environment.

(top right) Mrs. Willbond conducts a class outside the Church. Note the railing which defined the Church boundaries — date of picture 1926/27. Mrs. Willbond was a voluntary teacher and school was conducted in the mornings only. Mr. Gade tells that the two little girls in the foreground were the daughters of Mr. and Mrs. Mein. By great coincidence, Mr. and Mrs. Mein's granddaughter, Miss T. Armstrong of Leek, Staffordshire (daughter and niece, of the Mein girls), came to Lundy this summer on the very day that Mr. Gade had provided this information.



John Dyke



Colin Taylor

(centre left) Miss Pat Kearslake and Herr Friedl Hausberger on the Landing Beach, having announced their engagement — Mr. Colin Taylor looking on. We wish Pat and Friedl much happiness when they set up home at Alpbach, Tyrol, Austria.

(centre right) Opening day at the new "Supermarket"—more commodious premises than the former Marisco Stores — although it is intended that the Stores should return to its original site eventually. In the picture: Miss Jilly Dyke, Mrs. Jane Strick (Storekeeper), and Mrs. Mary Lea (Manageress of the Tea Bar).

(opposite) Mr. Bill Copp, a well known Bideford builder, demonstrates to Mrs. Dyke the ease with which he can divine water, just by utilising a carpenters' rule. In the background is the Church where Bill has carried out much repair work in the past.



John Dyke

(top left) Two pictures of the Hay Harvest in full swing—an anxious time for the Farm Bailiff, Mr. John Ogilvie, whose concern it is to cut and carry at the right time before storms intervene. His verdict on this years crop —“reasonably good, but could have been better”. At least, every field cut was carried.



(top right) On June 23rd, 10 Bullocks were shipped to the mainland via the “Lundy Gannet”—twelve having already been sent on June 18th. Hans Hausberger, and Messrs. Colin Taylor and Arthur Strick, are coaxing them down to the Beach.



(centre right) Lundy’s first mechanised vehicle—the old Fordson Tractor—now out to grass in the High Street—was introduced in October, 1941 by the then tenant farmer, Mr. Van Oss. It performed yeoman service for the remainder of the war and beyond until the early 1960’s



(below right) In contrast, the very latest in Farm Tractors—a brand new Massey Ferguson—being assembled by mechanics and watched over by Mr. John Ogilvie, who will be in charge of the vehicle.



(above) The arrival of tranquilised ‘Dennis’, alias ‘Saracen’, the Hereford Bull, being escorted up the Beach Road by Herr Hans Hausberger. On September 14th, the animal had a lucky escape when he fell over the cliff at Brazen Ward and had to be rescued by boat.

Photographs by John Dyke





Waverley Photographic, Barnstaple

We are happy to record the marriage between Miss Penelope Price, daughter of Mr. and Mrs. Christopher Price of Maidenford, Barnstaple, and Mr. Anthony Odhams of Hertfordshire. The wedding took place at Shirwell Church on August 22nd, 1970, and was conducted by the Incumbent, The Archdeacon of Barnstaple, the Venerable A. F. Ward.

In the picture (top left) are: Miss Carolyn May (Bridesmaid), Mr. and Mrs. G. C. Odhams (parents of the Bridegroom), Mr. Timothy C. Odhams (brother of the Bridegroom and Best Man), Mr. Anthony C. Odhams (Bridegroom), Master Timothy Wise (Page), Mrs. Anthony C. Odhams (Bride), Master James Wise (Page), Mr. and Mrs. C. M. Price (parents of the Bride), Miss Jill Pleasance (Bridesmaid).

Mr. and Mrs. Anthony Odhams first met on Lundy, and the Bride's father is Shore Agent for the island, and a Director of Messrs. Price, Ogden & Stubbs.

(Picture top right): The Bride and Groom signing the register.

On June 23rd, seven colts were shipped to the mainland for sale at Barnstaple Market. After a previous rehearsal, the ponies are led down the Beach Road (middle left picture); and then swum out on a long line (middle right picture) to the "Lundy Gannet", lying off shore.

Mr. Arthur Strick inducing "Marsico", which fetched the top price of £53 11s. 0d., to get a move on. Mrs. Jane Strick is leading, whilst Miss Charlotte Smith assists in the background.

Edward Clapham



Ian Scott Walker



THIS MADE NEWS

75 YEARS AGO

MAY 21st, 1895. Opening Trip of the Season from Ilfracombe — "Brighton".

(Advertisement):

Saturday, May 25th at 10.15 a.m. to LUNDY ISLAND, returning at 4 p.m. Steamer leaves for SWANSEA at 6 p.m. Fares: Lundy Island and back, Best Cabin 3/6d., Fore Cabin 2/6d.

(Ilfracombe Gazette and Observer)

JUNE 25th, 1895:

A short time since we announced that two lighthouses were about to be erected at Lundy Island, and that the present structure would be abandoned. It often happens that while the old lighthouse is enshrouded in mist, less elevated parts remain perfectly clear, and so neither of the lights will be more than 200 feet above sea level, instead of 540 feet as in the case of the old beacon. Such will be the position of the new lights that one or other will be seen from whatever side the island is approached. Work is now in full progress, and it is hoped that the buildings will be finished in two years. For one of the lighthouses, the position will be Lametry on the south-east point of the island, just inside Rat Island, and directly opposite Hartland Point. This is the only spot in the island where shale exists, the rest of the formation being excellent granite. Here a platform is being cut in the rock for the lighthouse, which will have a background of rock and be overlooked by Marisco Castle, as well as Lloyd's Signal Station. At Lametry, a white light will be fixed with a fog signal similar to that at the Bishop (Scilly), gun-cotton detonators being exploded at a distance from the lighthouse by means of electricity. As the cutting here is by no means heavy, as in the other case, the work is proceeding rapidly. Space for the second lighthouse is being prepared at the north-west point, a little west of the Constable Rock. The blasted rock is being carried away to the verge of the cliff by a railway, and tipped into a deep gully under the Constable. This lighthouse will be much lower than at Lametry and there will not be anything like the same amount of cutting, though the stone is of a much tougher description. It has not yet been decided whether the stone from the Lametry building will be brought from Cornwall, but granite at hand will probably be utilised for the Constable lighthouse. The fog signal at the Constable will be a siren worked by engines.

Two comfortable barracks have been provided for the workmen, each having berths in tiers of three for twenty-four men. There is a good living room in the centre, with kitchen, and a cook is attached to each house. A proportion of the men are Cornish. The Superintendent of Works is Mr. William Williams, who has lately superintended the building of a lighthouse at Gibraltar, and the visiting engineer is Mr. Tench. The Trinity Board is doing all the work. The lighthouses, which will be about 3½ miles apart, will be connected by telephone.

Rev. J. Heaven, the Lord of the Manor, officiates every Sunday at the iron Church, and most of the men take great interest in the service. The reverend gentleman is about to build a stone edifice, 90 feet long, close to the present structure. (*Bideford Gazette*)



July 2nd, 1895. (*The Bideford Weekly Gazette*).

A Marine Excursion to Lundy on Wednesday, July 10th, is announced by the S.S. "Aquila" or "Alexandra". The boat will be one and the same, the name being about to be altered, so that it is uncertain what name the "Aquila" will enter Bideford under. As the "Aquila", the steamer is well known as a Great Western Railway Steam Packet. She is an excellent sea boat and has accommodation for 300 passengers. Full particulars of the excursion are as advertised.

MARINE EXCURSION

The Large and Powerful Paddle Steamer "Aquila" or "Alexandra" weather and other circumstances permitting, will make a trip from Bideford TO LUNDY ISLAND on

Wednesday, July 10th 1895

Leaving Bideford after the arrival of the Train from Torrington, calling off Appledore, Instow (for passengers by the 8.39 train from Barnstaple). Returning from Lundy Island in time to catch the Last Train from Instow to Barnstaple, and from Bideford to Torrington.

FARES:

Saloon and Promenade	3s. 6d.
Fore Saloon	2s. 6d.

Large Refreshment Saloon (with bar and Stewardess in attendance). Lunch at Acklands Marquee on the Island at 12.30, at Moderate Charges.

Tickets at the Bideford Harbour Office.

SEPTEMBER 10th, 1895.

(*The Bideford Weekly Gazette*).

Passengers on the S.S. "Alexandra" had a very rough time of it crossing to Lundy on Thursday. There was nothing to indicate trouble until the vessel had cleared Appledore. Then she commenced to roll in the heavy seas running, and the discomfort of those on board was not diminished by a bank of mist into which the "Alexandra" ran. Hats were lost overboard and the Steward was not idle. At Lundy, lunch was ready but the persistent mist or fog interfered with sight seeing. The return passage was better.

SEPTEMBER 24th, 1895.

(*Ilfracombe Gazette & Observer*).

Last Friday's trip to Lundy by the popular S.S. "Brighton" proved one of the most pleasant of the season. The weather was glorious, with just enough wind to cool the heat of the sun, and to give the boat life as she swiftly cleared the feathery crest of the waves. The attractions were three-fold; first a call at Clovelly, second a visit to the Island, and third, a sight of the wrecked steamer which had run on the rugged shores of the island on the preceding day.

Leaving the pier at 10 a.m., we were soon abreast of the Capstone, with its terrace of rocks sloping down to the sea, then a view of Wildersmouth, Torrs, Lee, the Bull Point with its Lighthouse, from whence we had a salute from the fog horn in honour of a lady passenger, which our Captain courteously acknowledged in the usual way of Steamers. Thence across Morte Bay to Baggy, on to Down End Point, and across Barnstaple Bay to Clovelly, having a splendid view of Westward Ho! basking in the morning sun. Here the Capt. informed the passengers that owing to the strong wind then flowing from the E. he would not advise landing on Lundy, so that a larger number than usual broke their journey and went ashore to explore the beauties of Clovelly. However, a number of country lads and lasses came on board, and we were quietly on our way to the Island. Arriving abreast of the landing place it was at once seen by the heavy sea breaking on the boulder-strewn shore — it being low water — that to attempt a landing would lead to a great risk of a wetting, so only one or two who had pressing business ran the risk.

From our anchorage we had a view of the site of the new lighthouse on the South End, and saw the derricks which carry the wire rope used to haul to the top of the cliff building material. Lundy at the present time presents quite a busy aspect for, in addition to the two lighthouses in progress, the new Church has commenced. Judging from designs I have seen, it will be a very pretty building . . .

While "lying to" we had a good view of the wrecked steamer "Marie". As she lies on the rocks she looks in a very awkward predicament, and the local opinion is that considerable expense will be entailed if she is ever to float again.

After a short time, we steamed slowly round the island, giving all that were not afflicted with mal-de-mer a good view of the bold headlands, rugged rocks, and grand scenery of the coastline. Before we returned homeward, I was more than pleased to learn that the proposal to present Capt. Reed with a fitting testimonial had flourished from the start, and that already a good sum had been subscribed by many people who were only too pleased to have the opportunity of testifying their admiration of Capt. Reed, who by his skilful navigation and his friendly interest in their pleasures, always makes an outing on his boat one of the most enjoyable trips on the coast . . .

SEPTEMBER 26th, 1895. Wreck in the Bristol Channel. Steamer ashore on Lundy Island.

On Thursday afternoon information was received at Ilfracome that a large steamer had gone ashore on Lundy Island. It transpired that the vessel was the "Marie", collier, owned by T. Poorter of Rotterdam, and that the registered tonnage is 1,580 tons. At the time of the disaster she was carrying 3,500 tons of coal, and as she was proceeding down Channel from Cardiff to her destination which was Naples, she went ashore on Lundy Island on the east side in dense fog. The time was about half-past five a.m. Signals were used and the crew had no notion of their whereabouts. It was found that the vessel had struck on a rock just off the shore. Her bows were seriously damaged, and it was feared that with the rising tide the waters might swamp the engine fires. The crew, however, readily set to work and a considerable amount of her cargo of coal was thrown overboard. A boat from the beach was eventually put off in search of her and the whole crew, numbering 25, were brought to the shore. The position of the wreck is about 255 yards from the landing place.

Later Report — A pilot who arrived on Friday morning from Lundy considers that there is no hope of saving the Dutch steamer, "Marie", which went ashore about a quarter of a mile north of the landing place on the east side of the island at two o'clock on Thursday morning. This is the spot where the "Tunisie" was wrecked a few years ago, and the beach is strewn with large pieces of rock. The "Marie" sustained extensive injury to the underpart of her bow when she struck. Her fore compartment at once filled and the bulkhead was badly leaking. Up to four o'clock on Thursday afternoon the vessel had not risen, although the tide had gone above her load-line, but the water had not entered the engine room. The crew, who were all Dutch, remained on board up to Thursday evening, but it was expected that they would not be able to stay aboard overnight. A very peculiar fog prevailed when the steamer struck. Up to Thursday afternoon the Captain was sanguine that the steamer could be tugged to the landing place where it could be beached for repairs; but the pilot referred to said the wind when he left was dead against any such proceeding. (North Devon Journal)

50 YEARS AGO

JUNE 7th, 1920:

Mr. Frederick William Allday, of Lundy, has spent a brief holiday at Ilfracombe, this being his first visit to the mainland since he left Instow for Lundy in October 1896. He told a *Western Morning News* correspondent he should not have left the island now, but he had been unwell for some time with heart trouble, and thought it advisable to consult a doctor.

Mr. Allday first went to Lundy in charge of the signal station. For the past 22 years he has been postmaster on the island, and he also holds the position of Lloyds Sub-Agent. Among his other duties are those of lay-reader at the tiny Church, of which he has had charge for the past two years, so that he is really the spiritual head of the little community of less than twenty souls. Until Thursday last he had never seen a motor car in motion. A few years ago he saw some cars in a vessel that called at Lundy. A year or

two ago he had a short flight in an aeroplane on Lundy. Asked if he intended taking his first ride in a motor car, Mr. Allday shook his head, remarking that he did not feel quite equal to it. Born in Lewisham 62 years ago, Mr. Allday joined the Navy at the age of 15 on the same ship as Lieut. (now Admiral) Beatty.

On Good Friday he attended a three hours service at Ilfracombe Parish Church. He returned to Lundy as soon as the mail boat came for him.

His longest walks in the ordinary course of events would be down to the beach once a week. The mails are carried up the steep, winding path on the back of a donkey, a most sagacious beast, which recognised the mail boat. When he saw her beating in to the anchorage, this donkey used to take it into his head to seek pastures new somewhere out of reach. Many a time he could not be found till the postmaster had carried the bag up on his shoulder, and then the donkey was generally on the top of the cliff to see the perspiring Mr. Allday arrive, which seemed to prove that the animal was not such an ass as he looked.

One fine summer's evening I was talking to Mr. Allday and the Coastguard, a young Irishman, who was bemoaning his fate at being stationed at a place where less than 30 people were living. Mr. Allday said that he could not understand what where was to grumble at. He had, he said, never returned to the mainland since the day he set foot on the island, and never wanted to go back there again.

(Hartland Chronicle)

JUNE 7th, 1920:

The schooner, "Dundarg", bound from Runcorn to Fowey, which anchored off Lundy in the gale which had been blowing in the Bristol Channel for two days, was on Tuesday afternoon, 18th, observed to be flying signals of distress owing to her anchor dragging. Capt. Fred Dark (Instow) of the motor drifter "Lerina" belonging to Mr. A. L. Christie, which had taken the mails to the island, saw the signal and promptly went to the "Dundarg's" assistance, being able to tow her into safe anchorage in Lundy Roads, where there were already over two hundred other vessels weather-bound.

In the meantime the coastguard at Lundy had communicated with the mainland, and the Clovelly lifeboat put off to the "Dundarg's" help, arriving at Lundy later. The lifeboat crew stopped aboard the "Lerina" for the night, and the lifeboat was towed back next day and returned to Clovelly.

(Hartland Chronicle)

APRIL 1st, 1920. The Bishop's Story:

Speaking at the dedicatory service of the Deaf and Dumb Home at Bath on Thursday, 18th March, the Bishop of Bath and Wells related that a former Lord Carbery, who was dumb, was aboard a steamer sailing from Cork to Bristol. "A dense fog came on, and the passengers could see nothing. Even the look-out man was unaware of danger, when Lord Carbery shouted loudly, "Land". The Captain put the helm round, and the vessel skimmed past the southernmost rock of Lundy Island.

"We all had a narrow escape", said Dr. Kennion, "and many lives were saved by Lord Carbery's warning. So far as I know, he never uttered another coherent word".

(Hartland Chronicle)

OCTOBER 26th, 1920. (Hartland Chronicle).

A most successful concert was given in the Manor Hall on Thursday evening, September 2nd. Those who assisted making the evening such a success were Mr. and Mrs. Henderson, Misses Henderson, and Masters W. and L. Henderson, visitors staying at the Villa, and men working on the landing stage. The hall was tastefully decorated by the coastguards.

Among those present at the concert were: Mr. May, who rents the island, Miss Sage, Mr. and Mrs. Macgowin, Master Macgowin, Mr. and Mrs. Lang, Mr. and Mrs. Gason, Mr. and Mrs. Atkins.

The programme included: A gramophone selection by Mr. Atkins; Song "Tom Bowling", Mr. Charles Davey, Abbotsham; Song "A Perfect Day", Mr. W. Stone, Looe; Song, Mr. J. Jilks, Bristol; Recitation, Master Macgowin; gramophone selection, Mr. Atkins; Recitation, Mr. T. H. Hooper; Songs, Mr. L. G. Shell ("My little shirt my Mother made for me"); Mr. Lang, "Larboard Watch", Mr. Carnal and Willaim Stone, J. Tucker (Tiverton); "Farmers' Boy", Mr. C. Davey; Mr. Gason, Mr. W. Stone, Mr. Lang, Mr. Henderson, Miss Henderson, Mr. Trenary ("Kentucky Home"); J. Tucker; W. Stone, Mr. Carnal Stone ("Tavern in the Town"); Mr. C. Davey; Step dance, Mr. Bill Trenary.

Mr. May kindly gave the refreshments; the ladies who served them out were Miss Sage, Mrs. Lang, and Mrs. Atkins. A pleasant evening was brought to a close with the singing of "God Save the King", and "Auld Lang Syne". Mr. T. Collins carried out the duties as M.C.

The construction of the landing stage is proceeding apace under the supervision of Mr. T. H. Hooper of Looe, Cornwall. Four of the men are from Looe, three from Instow, and one man each from the following — St. Clear, Bristol, Polperro, and Abbotsham.

While the men were at dinner in the Cove on Monday, Sept. 6th, they sat down facing a wire rope known as the "Gantry" that is used for unloading everything they want to the South End Lighthouse from the sea. Mr. Westley, of Looe, laid a wager that there was not a man in the company who could climb the wire. Mr. Charles Davey, of Abbotsham, took up the bet, and was taken by Mr. W. Stone in a boat to the beginning of the wire that runs into the sea; Mr. Stone standing by until the performance was over; Davey winning the wager in about 12 minutes amid rousing cheers from the men. The Harvest Festival Services were held at St. Helen's Church on Sunday, October 3rd, and notwithstanding the very boisterous weather was well attended. The Church was tastefully decorated with flowers and fruit, given by Mr. C. H. May of the Manor Farm. The decorations were carried out by Miss Sage of the Manor Farm and other ladies. An appropriate sermon was preached by Mr. F. Allday, the resident Lay Reader in charge. The usual harvest hymns were sung in a very hearty manner. Mrs. Smith of the Villa presided at the organ in the morning and Mrs. Macgowin in the afternoon. The collections at both services, amounting to £1 10s. 0d., were in aid of Dr. Barnardo's Institution.

A football team has been formed here. Most of the members are ex-soldiers who have seen active service and are well up in football. The team is to be called "The Pirates of Lundy"



SEA AND LAND

by Philip Henry Gosse, F.R.S.

Other communications with the shore is only casual, as when the Pill boats come down as far as this from their little pilot village at the Avon's mouth to look out for ships, and anchor in the bay; or when a skiff-load of lobsters is run up to Ilfracombe to be shipped, per steamer, for Bristol.

A mutton-chop, improvised by Captain Jack's larder, revived our vigour, and we sallied out towards the south end to reconnoitre. A walk between stone fences, enlivened by many interesting plants in flower, some of which I shall mention presently, led us to the ruins of the castle, bearing the name of the De Mariscos, the earliest possessors of the island on record, who held it as long ago as Henry the Second's time.

The walls of the castle and the ancient keep remain in integrity, and have been turned, by the addition of new walls, into labourers' cottages, the chimneys of which peep out from the ruins, so as greatly to mar their picturesque effect.

A woman was standing at one of the doors, and children were playing round; we shuddered to see the little things run and jump on the edges of the precipice, and babies carry babies a little younger than themselves into places where a single false step would have plunged them fathoms down; and we spoke to the good woman about the danger. Such, however, is the power of habit to create indifference, that she actually appeared not to understand what was meant. Great mixens outside the doors, strewn with the shells of enormous limpets,

and with those of the green conical eggs of guillemots, afforded amusing evidence of the favourite food of the poorer inhabitants of the island.

A few rods below the castle, where the green-sward slopes steeply down to the south-east, a sort of doorway in the hill-side attracted our notice, and we looked in. It was the entrance to a large chamber excavated out of the solid rock, and bore indubitable proofs of its being a work of art. The gray shale of which this end of the island is composed is friable, and easily removed; and time and labour alone would be needed to form such a cavern as this. A long slab, resting on two upright ones for joints, made the doorway. The cave is now used as an occasional stable, but tradition assigns a very different purpose for its construction. It is called Benson's Cave.

The steep sunny slopes of this part of the island were gay with the purple bloom of the cinerous heath, and with the brilliant masses of blossom of the yellow broom. A bush of this latter kind was springing out of the very lintel of the cavern doorway, and its long spikes of flowers were elegantly pendent over the entrance, the darkness of the interior throwing out into fine relief the rich golden mass of bloom. The thorny, or Burnet-leaved rose, was trailing its lengthened and tortuous branches over the

THE island is the property of William Heaven Esq., who has erected a handsome mansion above the landing-place, in a sheltered hollow, which commands an extensive view of the opposite coast of Devon and of the broad Bristol Channel. Here he resides with his amiable family, exercising a patriarchal rule over his little dominion. Two thousand acres* form his realm; of which a considerable portion is under cultivation, and is let to a tenant farmer, John Lec by name, familiarly known as Captain Jack, an excellent, worthy man. In his earlier days he was bred to the sea, but now he ploughs the land. At his house, "The Farm", visitors are entertained; we found accommodation decent (for the circumstances), a well-supplied table, attendance prompt and kindly, and charges moderate. With the exception of the lighthouse-keeper, who with his family and subordinates occupies a substantial stone house at the foot of the lighthouse, on the western edge of the island, rather remote from the Farm, the rest of the inhabitants are labourers, and their families employed in husbandry, or in the mechanical occupations that minister to it.

The whole population amounts to about fifty souls, not one of whom is a native of the isle; a child has not been born here within the memory of the present generation; the women invariably going over to the mainland when their confinement approaches. No medical man resides on the island; but a fire lighted on a particular summit summons a boat in cases of emergency, from the little village of Clovelly, just opposite. This place, itself a spot of romantic beauty, one of the gems of the North Devon coast, is situated in Barnstaple Bay, just within Hartland Point (the Herculis Promontorium of Ptolemy), and is distant about five leagues from the end of Lundy. A boat comes across every Friday, bringing the week's accumulations of the post-office, and returns with any letters that are ready.

* The total area of the island above sea level is approximately 1115.728 acres, but is shown on the deeds as 1047 acres.



Eyebright

ground, nowhere rising to more than a few inches in height; we were charmed with the beauty and delicacy of its spotless cream-coloured blossoms, and still more with their exquisite fragrance. We afterwards found this plant quite characteristic of the botany of the island.

From these slopes we looked down upon, but did not explore, the peninsula of Lametry, a mass of land precipitous on every side, and joined to the main of the island by a ridge of rock running up to a sharp knife-like edge. Beyond this is an insular rock called Rat Island, from the great number of rats that have made it their home. They are believed to feed largely on fish, as well as on limpets, and other littoral prey. Lundy is much infested with rats. For a while the old English, or black rat, succeeded in maintaining undisturbed possession of this little nook against its ruthless exterminator the Norway, or brown rat. The latter, however, has at length found its way across, and is already the more numerous of the two. Mice are quite unknown.

Among the lovelier plants we noticed the little euphrasy, that tiny flower that derives its name of eyebright, not from its beauty, though few lovers of flowers behold it without brightening



Burnet Rose

eyes, but from its old reputation for "making old eyes young again", a reputation which, if Milton maybe believed, is as old as the days of Adam at least, for the Archangel, about to guide our first parents' gaze into distant ages—

"The film removed

which that false fruit, which promised clearer sight,

*Had bred; then purged with euphrasy and rue
The visual nerve, for he had much to see."*

The little shining geranium, the dwarf red rattle, the yellow tormentil, and that universal favourite, the scarlet pimpernel, were scattered in the bordering herbage of the paths; and the walls of the uncemented stone were nearly covered with large patches of white stone-crop, and of wild thyme, both beautiful but minute plants, the pink blossoms and downy capsules of the latter particularly noticeable from their

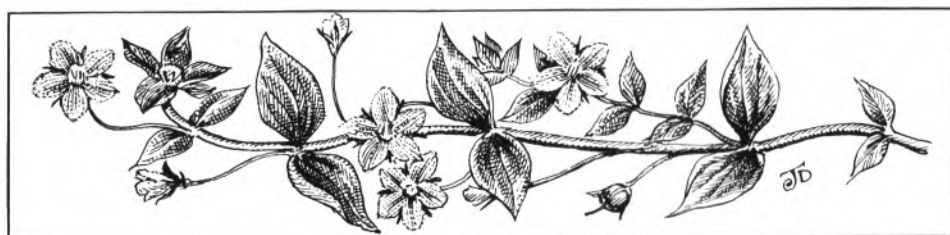
abundance. Here, also, as well as in other places, grew in great profusion, the wood germander, or bitter sage, whose wrinkled leaves were used during the scarcity of the last war as a substitute for tea.

Fortunately, however, we were not reduced to any such sorry alternative, for our worthy old landlady's tea-caddy proved well stocked with the real China leaf; and when we got back from our afternoon's stroll, we did justice to its revivifying qualities.

The next morning we started, under the auspices of our courteous guide, to visit the north end, the resort of countless sea-birds, and in going to it we skirted along the eastern side. Viewed from the road above the landing-place, this line of coast presents a curious appearance. The gray cliffs rise nearly perpendicularly from the sea, to a height varying from

fifty feet to as many yards; then a broad green slope very even and regular, forming an angle of 45 degrees with the horizon (less or more) carries up the elevation to four or five hundred feet, and there is the flat summit. The regularity of these slopes is remarkable, and one is ready to fancy that some gigantic carpenter has been at work, bevelling off the edge with a plane. From the sea the deep rich verdure of this inclined surface has a very attractive appearance, and when looked at narrowly, has a roughened texture, like that of a close-grown forest. This is owing to the nature of the herbage, which consists almost exclusively of the common brake-fern. In winter, as we were informed, the brown hues, assumed by this plant in decay, give to this side of the island a russet tint particularly rich and mellow.

(A further instalment of Sea and Land will appear in the next issue)



Scarlet Pimpernel

KEEPING YOU POSTED *by Barry Chinchin*

THE fame of Lundy has spread throughout the world, largely as a result of the private issue of local postage stamps introduced by Martin Coles Harman in 1929.

Regarded with suspicion by orthodox philatelists for many years, these issues are becoming increasingly popular with collectors. At times the suspicion was well founded: during the Second World War some of the overprints were unnecessary and commemorated rather odd anniversaries, such as the 9th Anniversary of the commencement of an air-service to Lundy, which had been discontinued some years earlier. Later, some of the stamps were produced in vast quantities—far in excess of the postal requirements of so small an island.

In the short term, these tactics had the effect of deterring collectors from taking a serious interest in Lundy as a stamp issuing authority. Now I would say that they have been an excellent advertisement for the Island, and when the record is examined, Lundy is responsible for far less exploitation of the philatelic market than most countries.

One set of stamps which has been widely appreciated and created an interest wherever it was seen is the Jubilee Surface-mail set. Issued in 1954 to commemorate the 25th Anniversary of the institution of the local post,

the designs incorporate a puffin's head, island views, and, on one value, a map. 2,600,000 stamps were produced, many of which were sold wholesale to dealers all over the world. John Dyke's designs create an atmosphere of mystery which urge the collector to find out more about this fascinating Island.

Lundy's postal history did not begin in 1929 with the introduction of Mr. Harman's carriage labels, as the stamps are officially described. The British Post Office, on the Island from 1886 until 1927, is of great interest. Every letter and card has a story to tell. Before this, residents on Lundy received mail mainly via Clovelly, and a few of these letters have survived.

A philatelist is not just a person who hoards little pieces of paper. There is a desire to build up a complete collection, but this is impossible in reality and would be an achievement giving only momentary satisfaction. He is more like a detective who follows the clues provided by the stamps, and the letters on which they are used, to discover what was previously unknown. This is a trail of discovery about people and places, printing processes and history, which is always exciting.

In the series of articles, the first of which will appear in the next issue of the "Illustrated Lundy News", I hope to show this detective work in action.

CAMPBELL SAILINGS 1970

			Adults	Children	Total
MAY					
Wednesday	6.5.70	C	60	23	83
Sunday	10.5.70	C	68	12	80
Wednesday	13.5.70	B	112	27	139
Thursday	21.5.70	C	118	13	131
Saturday	23.5.70	C	112	32	144
Monday	25.5.70	S	362	66	428
Tuesday	26.5.70	S	243	117	360
Wednesday	27.5.70	C	346	76	422
Sunday	31.5.70	M	130	24	154
JUNE					
Wednesday	3.6.70	S	282	60	342
Thursday	4.6.70	B	No Landing		
Friday	5.6.70	C	146	51	197
Saturday	6.6.70	C	No Landing		
Monday	8.6.70	C	210	16	226
Wednesday	10.6.70	C	264	38	302
Thursday	11.6.70	S	88	—	88
Sunday	14.6.70	S	No Landing		
Wednesday	17.6.70	S	No Landing		
Thursday	18.6.70	S	294	48	342
Saturday	20.6.70	C	160	40	200
Monday	22.6.70	C	134	77	211
Tuesday	23.6.70	Br	230	26	256
Wednesday	24.6.70	S	65	30	95
Tuesday	30.6.70	S	282	174	456
JULY					
Wednesday	1.7.70	S	174	142	316
Saturday	4.7.70	C	80	2	82
Sunday	5.7.70	Br	492	52	544
Tuesday	7.7.70	C	363	120	483
Thursday	9.7.70	S	188	66	254
Friday	10.7.70	C	202	162	364
Saturday	11.7.70	C	191	19	210
Tuesday	14.7.70	S	Sailing Cancelled		
Friday	17.7.70	S	442	108	550
Sunday	19.7.70	S	136	40	176
Tuesday	21.7.70	S	430	200	630
Wednesday	22.7.70	C	439	52	491
Friday	24.7.70	C	222	66	288
Monday	27.7.70	B	144	52	196
Tuesday	28.7.70	S	291	86	377
Thursday	30.7.70	S	511	163	574
AUGUST					
Sunday	2.8.70	S	450	76	526
Wednesday	5.8.70	S	No Landing		
Thursday	6.8.70	C	285	102	387
Friday	7.8.70	C	444	128	572
Sunday	9.8.70	C	201	50	251
Tuesday	11.8.70	S	494	151	645
Wednesday	12.8.70	S	356	87	443
Sunday	16.8.70	S	Sailing Cancelled		
Monday	17.8.70	S	101	25	126
Tuesday	18.8.70	S	455	181	636
Wednesday	19.8.70	C	No Landing		
Saturday	22.8.70	C	124	52	176
Wednesday	26.8.70	S	No Landing		
Thursday	27.8.70	S	496	74	570
Saturday	29.8.70	S	298	42	340
Sunday	30.8.70	S	302	34	336
Monday	31.8.70	S	157	39	196
SEPTEMBER					
Wednesday	2.9.70	S	Sailing Cancelled		
Thursday	3.9.70	C	420	120	540
Sunday	6.9.70	Br	560	64	624
Tuesday	8.9.70	C	164	12	176
Wednesday	9.9.70	S	Sailing Cancelled		
Sunday	13.9.70	S	196	41	237
Thursday	15.9.70	S	287	24	311
Friday	18.9.70	C	219	17	236
Saturday	19.9.70	C	130	34	164
Sunday	20.9.70	M	Sailing Cancelled		
Tuesday	22.9.70	C	No Landing		
Thursday	24.9.70	S	255	7	262
Tuesday	29.7.70	I	148	10	158
OCTOBER					
Sunday	4.10.70	C	234	28	262

GRAND TOTAL 18,365

Commences from:

B — Barry Br — Bristol C — Cardiff
I — Ilfracombe M — Mumbles S — Swansea



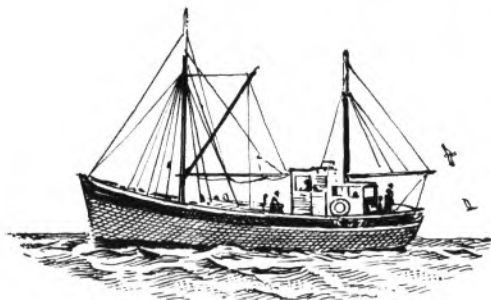
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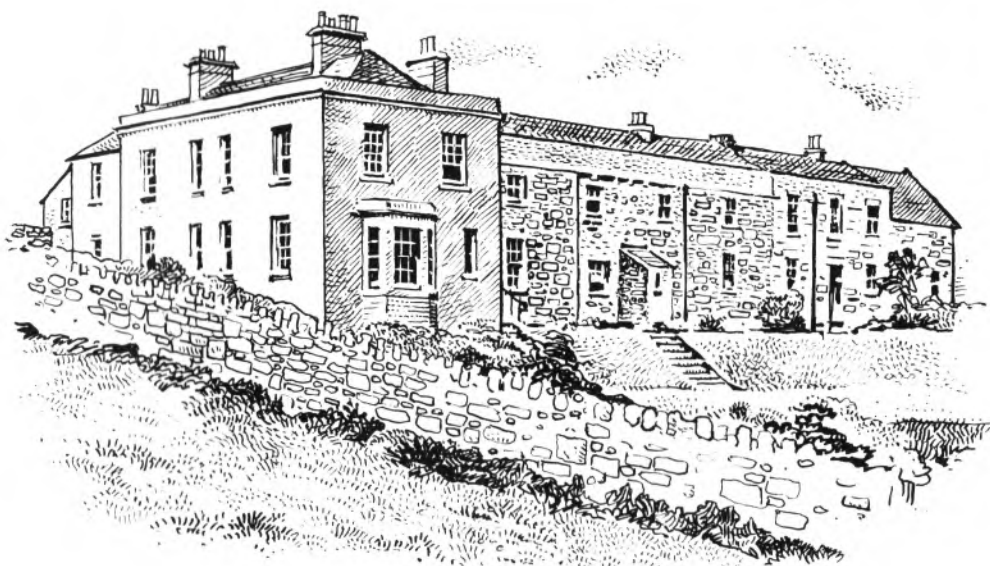
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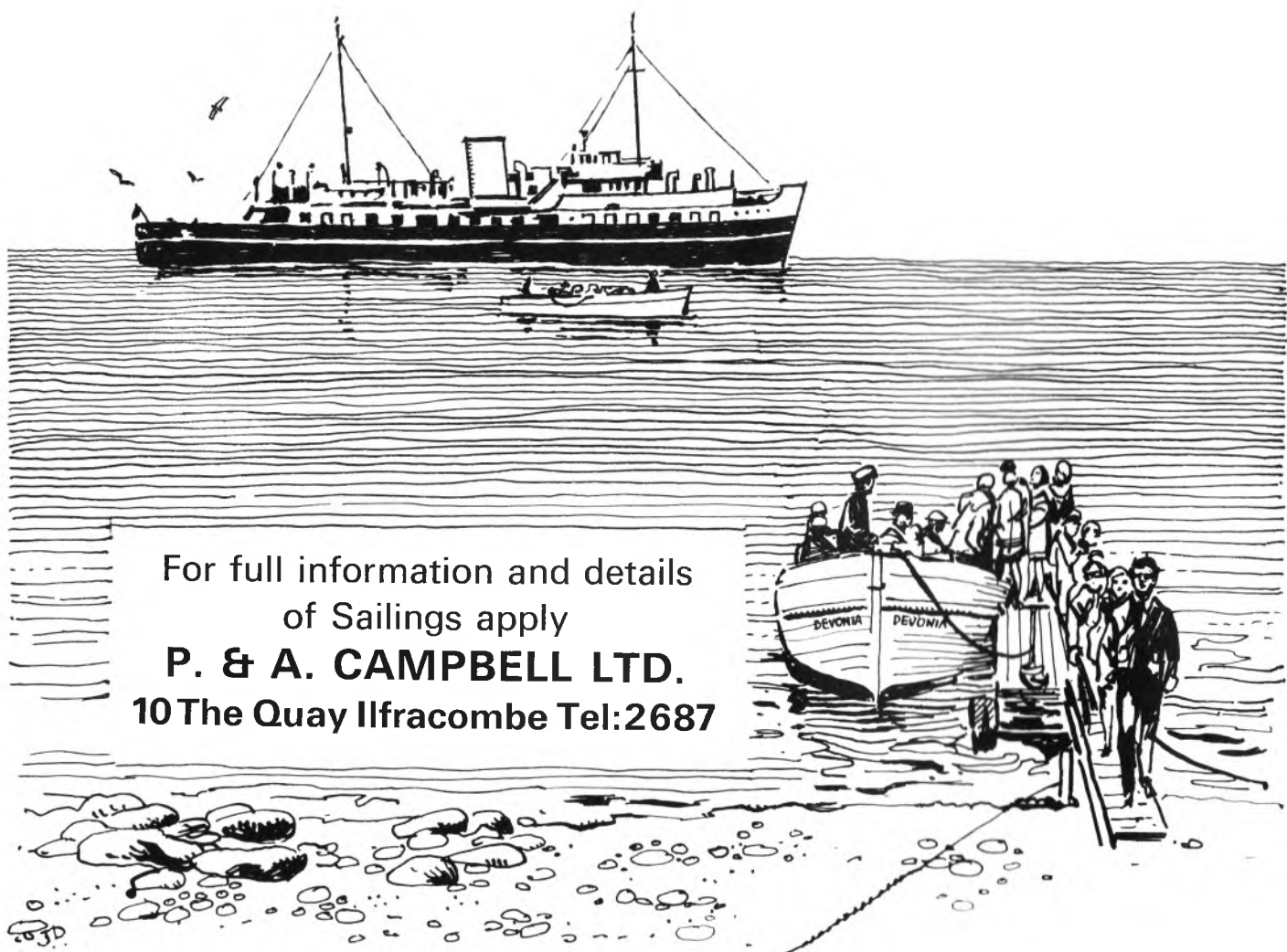
Telegrams: Lundy via Hartland Point, North Devon

There will be a definitive decimal issue of stamps by Lundy on or about February 15th, 1971. The denominations will be a $\frac{1}{2}$ n.p., 1 n.p., 3 n.p., $3\frac{1}{2}$ n.p. and 4 n.p. with a total face value of 12 n.p. Letters of announcement of this issue will not be sent to those on the philatelic mailing list but full details will be published in No.3 of the "Illustrated Lundy News" and all future issues will be announced in this way. Application for the stamps must be made to Mr. Gade, Lundy, via Ilfracombe, North Devon.

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