

ISAAC FOOT









OLD FALMOUTH.





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Peter Killigrew

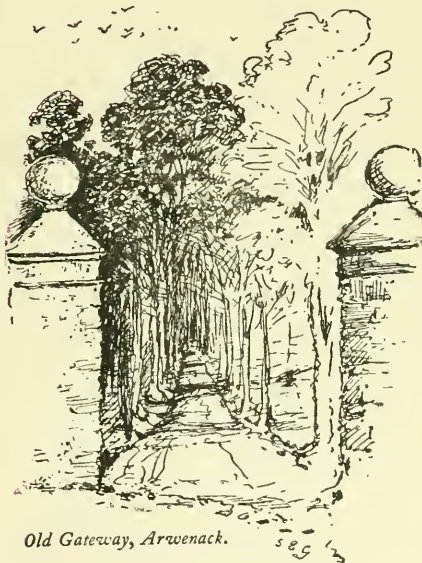
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# OLD FALMOUTH.

THE STORY OF THE TOWN FROM THE  
DAYS OF THE KILLIGREWS TO THE  
EARLIEST PART OF THE 19TH CENTURY.

BY

SUSAN E. GAY.



*Old Gateway, Arwenack.*

SECOND IMPRESSION.

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## INTRODUCTORY.

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I have had much pleasure in acceding to the request of the author of *Old Falmouth* that I would write a few introductory lines for her interesting volume, since I feel assured that the book will afford valuable assistance to all who are interested in the past history as well as the future prospects of this well-known southern sea-side resort.

The carefully collated and admirably recorded information contained in this work will not only invite readers among the visitors in Cornwall, but will, it is hoped, induce many, who otherwise would remain in ignorance of the great advantages possessed by Falmouth, to seek here benefits, which in some respects exceed those which are

still regarded as the exclusive property of the shores of the Mediterranean, and obviate the necessity of seeking abroad that which can be found at home.

Se'l mondo laggiu ponesse mente  
Al fondamento che natura pone  
Seguendo lui avria buona la gente.

*(Paradiso, Canto VIII.)*

Those who enjoy historical research, alike with others who seek a genial winter climate, are much indebted to Miss Gay for her charming book, and it will be well that her suggestions regarding the expediency of preserving the picturesque appearance of the locality may not in its future development be overlooked.

J. FAYRER.

Falmouth,

*December, 1902.*

## PREFACE.

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A FEW words as to the origin of the following pages. An accumulation of "odds and ends" of information not generally known relating to Falmouth in former days, led me to place them together in the form of a small connected history, which might be useful to all who are fond of the preservation of old records. While writing this I found a mass of scattered information among old documents, parochial histories, guide-books, and the parish registers, which seemed to me well worth sorting out and collecting together. A list of these sources of reference would be somewhat tedious, and it suffices to say that the late Earl of Kimberley gave me courteous permission to examine any old records at the Manor-office, and that I received kind assistance from members of the Fox family, Mr. John D. Enys, Mr. Thurstan C. Peter, the Rev. William Jago, and Mr. Armitage, the present Town Clerk of Falmouth. Also that I have examined works such as Boase and Courtney's *Collectanea Bibliotheca*, Gilbert's *History of Cornwall*, Parochial Histories, Oliver's *Pendennis*, etc.

In addition I received letters and details from members of families connected with the old Packet Service,

which gave me a few hitherto unpublished items. The entries in the diaries written by Mrs. Niels Falck, covering a period dating from 1778 to 1836 were unfortunately far too brief and disconnected to give me what I desired,—a complete and connected picture of life in the palmy days of the “Pacquets,” and I have only extracted what seemed of general interest in a few fragments. No one seems to have left such a record.

The old Assembly-room still exists, the only testimony remaining as to the former routs and gaieties, for otherwise Flushing nestles under the hill as of yore, but has long become silent and dumb and reveals nothing of its old bustle and stir.

Yet papers and letters must once have been written which would possess a priceless charm if they had only been preserved. Possibly removals were responsible for the destruction of old family papers, as they were conducted at a time when many boxes were indeed *impedimenta*, and therefore restricted to as few in number as possible.

For Falmouth, though not an ancient town, and destitute of antiquities, has been one of the most interesting places on our western shores. Here resided generations of a Royalist family—long extinct—whose fortunes and misfortunes were singularly intertwined with the town they founded. Here was fought out, with extraordinary resolution and courage, almost the last great struggle between the troops of Charles I. and those of Cromwell and the Parliament. Here grew and flourished the largest Packet establishment in any port in the kingdom. Here part of a fleet anchored, and men of renown came and went. Brave Lord Exmouth

sailed in and out of our harbour, Nelson, Boscawen, Cornwallis, and many another Admiral of fame and name ; and most of the news of the great victories of the Nile and elsewhere were brought first of all—to Falmouth.

Into our harbour came the transports conveying our soldiers to the terrible scenes of the Peninsular War, and when the work of that dread time was over, here too sailed in the man-of-war bearing Napoleon to his island prison at St. Helena.

Of Royal visits there have been several, some connected with misfortune,—as in the case of the son of Charles I., the Prince of Wales,—others, the later ones, full of brightness and loyal welcome. While the Packets bore all sorts of well-known personages,—among them Byron and Disraeli,—to and from places abroad.

The story of all interesting towns should I think be preserved. Some hand, not too busy, should record it, so that the history of its events and not only these, but something of those who lived and died in it, and were the actors in scenes of the past far different from our present time, should be kept from entire oblivion. I greatly fear the chapter on “Old Falmouthians” is incomplete ;—it gave me considerable anxiety,— but if so it has been through a lack of information which I should have wished to obtain.

For the *Chronology* and the lengthy *Appendix* I make no apology. They contain mainly merely historic details, etc., such as could not be embodied in the preceding chapters, and a *Chronology* is always useful for reference. In the latter portion of it valuable help has been given to me by Mr. Wilson L. Fox.

I am indebted to many for illustrations, some of which are new to Falmouth readers, and have referred to those who have so kindly aided me in this matter in the text. But I greatly regret being unable, after many efforts, to produce a portrait of Colonel John Arundel. None seems to exist.

Additions and corrections will be welcome, and if sufficiently numerous will be printed on a sheet which can be inserted at the end of the book.

I should add that this little work is simply a *Collectanea*, and has no greater pretension.

S. E. G.

*Crill,*

*Near Falmouth,*

*December, 1902.*

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*A View of Pendennis Castle in Cornwall*

PENDENNIS CASTLE IN 1734.

# Old Falmouth.

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## CHAPTER I.

### *Arwenack and Pendennis Castle.*

#### PRELIMINARY.

AMONG the earliest recollections of my childhood were visits to a place I thought very delightful, because it combined the special charms of sea and country. In those days I lived in a Midland city, in a large house at the end of a terrace, where the rooms were spacious and the garden small, and which looked out upon a public road and the gravelled walk leading to a pump-room. Hence when my parents, led by old associations and familiar ties, took "the children" to Falmouth, we enjoyed the rare freedom of frocks bedabbled with sea-water, and little hands, embrowned by the sun, which escaped being gloved. Well do I remember the yellow shells—real treasures—picked up on the beaches at the Bar, which no longer exist, and the delightful pools left by the receding tide! And then the strolls up the "rope-walk," a tree-shadowed lane where wild flowers grew in the hedges, and which emerged by a curve into a winding road above, where more wild flowers were to be found, and not the ghost of a house was to be seen except Gylling Dune. And then, too, the old walled garden in which we played,

with the little pointed shells in the gravel paths, the great box-borders enclosing beds of Nile lilies in full bloom, the myrtles, and the mingled scent of flowers, and rope, and tar which came in whiffs from the old sheds near the entrance-pillars to the rope-walk, with their two great stone balls. That was the Killigrew entrance-gate through which members of the family long ago once walked or drove. What a sweet little world it was, and how full of charm, and many things dear to childish hearts !

In an old building at the top of the garden there was the dusty model of a full-rigged ship, cabins, ropes, blocks, guns, and all, a grand spectacle, but too heavy to move to the shore, and far too big to sail in a tub. I pleaded for the beautiful ship, but its size again stood in its way and it was sold with house and garden and disappeared. Finally the garden itself vanished and was built over, nothing remaining but a forlorn and neglected remnant which I can no longer recognise. And the little villa, once in the country, and looking out on elms and fields, and hedgerows, became more than ever surrounded with bricks and mortar, and had a forlorn dilapidated look like one that has known better days and regretfully remembers them.

Then there was the old Woodlane, which ended about halfway of its present length, in grassy banks and wild flowers, no house on the upper side having been built beyond. It had the air of a country walk, leading towards Swanpool. Some of the older residents still dwelt in Arwenack Street, a place of note in the earlier annals of Falmouth, and looked out upon the beautiful water of the harbour, undisturbed as yet by docks or rail. A small coasting steamer, the *Sir Francis Drake*, took from Plymouth to Falmouth, passengers, who had the choice of this or of proceeding through Cornwall by coach. The steamer was

quicker, but she was an ill craft in an easterly breeze, and I believe we only took passage once, and never again.

Among my early memories are visits to Boslowick, nestling among orchards, with my mother and great-aunt (Miss Falck), where I remember Mrs. James Bull, *née* Tippet, the widow of the lawyer,—the old lady sitting in the pretty wainscotted parlour, with white cap and a black velvet ribbon across her forehead,—and to the Cottage, where the climbing roses attracted my attention,—then tenanted by Mr. William Carne and the Bouldersons. The rope-walk and its tarry sheds, and the men with the yarn around their waists spinning marvellous and endless cords,—the obelisk, and the ponds at Grove Hill,—all impressed themselves on my mind as special marvels which Falmouth alone produced. It was all so sweet, homelike, and picturesque !

The winding street, following the twists and turnings of the original lane which led from Arwenack Manor to the Market Strand, was a kind of meeting-place, where folks exchanged news and sailors stood in groups at the "little opes" running down to the water's edge, with their eyes blinking on the ships in the harbour. There were many stoppages as I held on to my great-uncle's hand on the way to the "News Room," and progress used to be leisurely then for a good many of the inhabitants. At last one summer we came down when the first train ran into the new Falmouth station, and I remember the engine decorated with evergreens, and conveying a group of enraptured gentlemen, waving their hats, to a banquet in the goods shed.

An excited Cornishwoman, followed by two or three others too late for the crowd at the station, fled along the rope-walk as the whistle sounded, exclaiming—"Oh ! my dear ! Come along quick ! the steamer's

a-coming—yes, sure, there she be!”—and the little gathering cheered lustily at the spectacle of the smoking locomotive.

But alas!—steam proved as unruly as the prophet Balaam, only inverted. It cursed rather than blessed. Falmouth had to deal with ships rather than railways, and instead of a fleet of vessels sailing with their white wings into the beautiful harbour, came steamers, more or less occasional in their appearance. Sometimes they did not call at all and went up channel. The docks made no fortunes. And worse still, the great ocean-liners of later years naturally cut off a corner and saved time by dropping anchor in Plymouth Sound. No acceleration of the Cornish trains over the picturesque valleys spanned by high viaducts, and round the wooded Cornish hills, could safely compete at last with the direct route of the great mail steamers and their triple expansion engines which tore through the waves and landed their mails for the special express to the metropolis. Nature had hedged in the old town with natural beauties, but given her no passport to becoming a commercial centre. She was far west,—set in the heart of the hills which divided her from the mother-land, and born in a region where the mild laving of the Gulf-stream gave promise of a health-resort, but hardly the prophecy of a great port.

Coming suddenly upon Falmouth, in ignorance of its geographical position, one would have wondered that a harbour so large and so secure could at this date remain so silent, and at times so empty of ships. But not only has steam been its enemy, but the colossal size of the new departures in vessels. When the rare event takes place of a visit from an ocean liner, the big ship remains far out in the outer roads, and cannot even be seen from the town. Though the graving-dock will admit a vessel of the size of the *Egyptian*



*Monarch*, the harbour-dues are not to be paid for naught.\* These things have left Falmouth almost as beautiful as of yore. The hills enclosing the harbour still wave with corn-fields and are green with meadows, and the wood at Trefusis grows emerald in the spring, and flushes ruddy with autumn tints as it did centuries ago, delighting as before the lover of nature and the artist, and offering a sweet ramble to the visitors in the yachts which moor at its feet. The one or two new houses perched along the shore are well-devised and do not crowd each other, and view the water and its many small craft pleasantly in the summer season.

The failure of commercial interests and the rare temperate nature of the climate, with its freedom from fog, have been the cause of another ambition,—that the old town may yet rear its head among health-resorts. Into this question I will not enter since it is hedged round with weighty considerations. If it mean the destruction of the unique old cliff-walk, sheltered, charming, and beloved of every genuine resident in the place, and the obliteration of greenery by mere gardenless bricks and mortar and beach erections such as are popular at Ramsgate or Boulogne, we can only say—“*Alas!*” If it mean the increase of pretty houses and sweet gardens such as only southern Cornwall can produce, a clean and inviting embankment below the town, the planting of trees along roads that have ceased to be winsome lanes, and are hot and dusty without shade—we say “*Ay!*” with all our hearts. To win the traveller from the Swiss valley, or Mentone, Falmouth must preserve its special charm and wear that country air which never fails to wile the dweller in cities from his

\* For repairing ships the docks are admirably adapted, and their situation in a port which is a sort of “first and last house” should give them every advantage. They are very large—one being 537 feet by 71—the largest but one in the Channel.

haunts. To his eyes, flowers, grass-grown hedges, and the cottage style of residence, sweet sights and sweet scents, are the happiest of contrasts to his city surroundings; and to his ears, accustomed to the best bands that Europe can produce, the songs of the birds in the spring are sweeter music still. The success of no place hitherward depends upon much building, or is a matter of mere cash. It must have something of its own to offer, which will captivate as well as provide for life's necessities. If a born gardener like Mr. Howard Fox had the laying out of all that remains of the as yet untouched land, he would do more to make Falmouth popular than all the voices of the doctors or the advertisements of the press. He would turn it all into a great garden, in which houses would nestle temptingly, sheltered by *pinus insignis*, and ornamented by the draccena, the aloe, and masses of escallonia.

It would become "fashionable" through its engaging rusticities, and the contrast it would offer to the planings of some of those other towns by the sea. In thus pleading the cause of my native town I am a voice for many of its visitors who are dumb, but far from being in accord with any schemes that would sacrifice its simple country air to rows of uninviting edifices that house, and pay the owners, and do no more.

---

But we have wandered for a moment from our subject into the deep waters of discussion, while our business is with the past. The first event recorded relating to the place is the naming Gyllyng Vase in 1120, after Prince William (son of Henry I.), who with his sister and several Norman nobles were wrecked off Barfleur,—the prince being buried at Gyllyng Vase, or William's grave. Gyllyngdune meant "William's Hill," so runs the story, but I do not know whether it is corroborated by any authentic document. All around

must have been wild woods and downs, unbroken by any dwelling. And thus it remained until Arwenack House was built. Three hundred years ago Falmouth consisted of a little handful of primitive houses, not far from the old Manor House of Arwenack.\* They had grown around the old home of the Killigrews, a family which owned land not only adjacent to it, but far afield, in Budock,† in fact, originally as far as the Helford river, and even on the other side of the harbour, since they owned the Manor of Mylor.

A map of the date of 1580, showing Arwenack House, with the lawn in front bounded by a battlemented wall at the water's edge, the "windmill" field, the cross at the end of the present Woodlane, and Glasney College, gives the names of various small houses scattered about Budock, among them Rescarrock, Prislow, Penans, Trescobeas, etc., amid fields. The map extends no farther to the west than "Corgillick" (Kergillick). Trescobayes was the dwelling of William Gross, "who married Erisey, widow of Charles Vyvyan of Merthen, mother of Sir Richard Vyvyan, Bart.," etc. Gross died in 1693. A place beyond this was Trewoon, the seat of the Carnsews of Carnsew in Mabe. Rosmeryn was formerly a seat of the Killigrews, and was finally purchased by Captain Bown, in 1773, and became the property of Peter Bown Harris. The ownership of the Killigrew family did not apply to the estate of Penwarne, owned originally by a very ancient family, whose name in fact was given to the surrounding district, (called long ago Penwarren). Nicholas de Penwarne lived in the earlier part of the reign of Henry IV. The estate was taxed in Domesday Book in 1087. So also was Budock.

\* When Sir Walter Raleigh visited Arwenack only one little house existed.

† Swanpool was a swannery of the Killigrew family.

And the Killigrews were originally the patrons of the living of Budock.

Another landowner in Budock was Lord Godolphin, stated in 1761 to have been the owner of several estates in the parish, and also to have held the Royalty of Falmouth harbour, and some leagues along the bay.\*

In an old Cornish MS. of the *Creation of the World* (a play produced in Oxford in 1450)—which is still preserved in the Bodleian Library, the following lines occur relating to the rewards assigned to the builders of the universe :—

“ Blessing of the father on you  
 You shall have your reward,  
 Your wages are prepared,  
 Together with all the Fields of Bohellan,  
 And the wood of Penrin entirely  
 The Island † and Arwinick  
 Tregember and Kegillack  
 Of them make you a deed or charter.”

“John of Arwennack” is mentioned in an old deed of the date of 1264, and Ralphe Killigrew, Lord of Killigrew and Arwennack, lived in the time of Henry III. The old deed is so brief that it may be given in full, as it is less tedious than such documents usually are, and it has the recommendation of being translated from the Latin by Mr. Thurstan C. Peter, who extracted it from Bishop Bronescombe’s Register. Bronescombe, it may be added, was Bishop of Exeter from 1257 to 1280.

“The same day and year the Lord Bishop, with the consent of the Dean and Chapter of Exeter, delivered all his land of Arwennack in farm to Richard, Rector of the Church of St. Columb Major, in form following :

“To all the faithful in Christ under whose inspection these presents shall come, Walter by the grace of

\* Some land has also long been in the possession of the Vyvyan family.

† Enys, which means island.

God, Bishop of Exeter (desires) health eternal in the Lord.

“Know ye all that we have, with the full consent of the Dean and Chapter of the Church of Exeter, granted and delivered to Richard de Laherne (*hodie* Lanherne), Rector of the Church of St. Columb Major, all our land of Arwennack, with all its appurtenants, for the term of his life with the Common pasture on the West, lying between the house of John of Arwennack and the sea, he yielding to us and our successors 30 shillings sterling every year in equal portions on the 1st of May and the 1st of November, in satisfaction of all service, actions, claims, demands and suit of Court: except that the said Richard must twice a year, to wit, at the Michaelmas and Easter sittings, attend our Court at Penryn either personally or by attorney.

“And if the said Richard, or his attorney, shall incur any penalty, the amount thereof shall be fixed by his peers according to the offence. After the *resignation*\* of the said Richard the whole of the said Land of Arwennack, with all its appurtenants, shall without denial revert to ourselves or our successors, saving only his crop and other moveables on the said land. Moreover it is lawful for the said Richard whenever he shall be so pleased at his freewill to remove, bequeath, give away, and without challenge assign to whomever he shall desire all his moveable goods on the said land, so nevertheless that the said rent be regularly paid each year by himself or some other, to ourselves or our successors. Moreover the said Richard is to improve the said land, so that on its reverting to us or our successor, it shall be in better condition than when he received it. For the security whereof we have caused our seal as also the common seal of the Dean and Chapter to be affixed to this letter in the manner of a

\* *Recessum*, clerical error for *decessum*, decease.

deed of confirmation (*ad modum*), of which one part remains with us sealed by the said Richard and marked by indents. Dated at Exeter on the vigils of St. Ambrose, A.D. 1264, being the 7th year of our consecration."

It may be stated by the way, that the word indenture is derived from the practice of making zigzag cuts across a word or sentence, on a space between the deed and its copy. The object of this was to prevent forgeries, when deeds, owing to lack of scholarship, were seldom signed, but only sealed. This same Bishop Bronescombe it was who founded in 1264 Glasney College, in a wood near Penryn, being prompted thereto by a vision of St. Thomas. It contained thirteen canons of a secular order. This and the old palace of former bishops of Exeter have long since disappeared, although remnants of wall may be seen built into old walls and gardens in the lower part of Penryn. Needless to say, the doom of the old college was sealed in the time of Henry VIII.\*

The Killigrews held lands in old days in various parts of Cornwall, and an old residence of theirs once stood on the site of what is now a farm in the parish of St. Erme, which still bears their name. John de Killigrew of Killigrew held land in 1297, and the Manor of Killigrew continued in their possession until the reign of James I., after which it was sold and dismembered.† But the acquirement of the Falmouth lands was made at a later date, when one of the family,

\*A very complete and interesting lecture was delivered on *Glasney and its Associations* by Mr. T. C. Peter, during the Exhibition at the Polytechnic Society in 1898, which has been published in the Report. I might here state that Kergillick, Budock, was once a seat of the Bishops of Exeter. Another account has been published by the Rev. C. R. Sowell. (*The Collegiate Church of St. Thomas of Glasney*).

†The barton of Killigrew passed into the possession of the Jago family, who sold it with Ennis (not Enys), a seat of the Opies in Queen Elizabeth's







ARWENACK IN 1646.

From a Drawing by J. Riley Wilmer.



simply by name, and that the "wonderful" preservation of Robert Lord's "wonderful" collection of 250 pictures, somewhere about 1850, was due to the fact that they dwell in some "dark" country, and that since the same dark was "wonderful" in its "wonderful" beauty. "The meaning of the word 'wonderful' is a grove of eagles," and the "wonderful" collection (similar to the German collection) was "wonderful" now found the "wonderful" of the "wonderful" and "wonderful" collection. "The meaning of the word 'wonderful' is a grove of eagles," and the "wonderful" collection (similar to the German collection) was "wonderful" now found the "wonderful" of the "wonderful" and "wonderful" collection.

From Susan Kilgrew's own papers, I have seen many things, the first of which is a "wonderful" collection of "wonderful" things, which, with John Thomas, I have seen in the collection of Henry VIII. The "wonderful" collection of "wonderful" things, which, with John Thomas, I have seen in the collection of Henry VIII. The "wonderful" collection of "wonderful" things, which, with John Thomas, I have seen in the collection of Henry VIII.

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FIG. 10  
A. S. P. 100

Simon by name, married Jane, the daughter and heiress of Robert, Lord of Arwenack, and removed, it is conjectured, somewhere about 1385—it may be later,—from the old home at St. Erme to Arwenack Manor. There they dwelt for some three centuries and a half, when the name died out like many an old Cornish one before. The meaning of the word “Killigrew” is “a grove of eagles,” and this double-headed Roman eagle (similar to the Godolphin arms), with suitable additions, now forms the arms of the town of Falmouth. Both were probably conferred by Richard, Duke of Cornwall,—in the case of the Killigrews, on their early ancestor, Ralph de Killigrew.

From Simon Killigrew and his wife was descended John, the first Captain of Pendennis Castle, the fort of which, with John Treffry of Fowey, he built, in the time of Henry VIII. He was heir to the estate, worth £6,000 a year.\*

It was a grand old place at that time. Mr. Martin Lister Killigrew wrote in 1737 that Arwenack Manor House was in the sixteenth century the finest and most costly house in the county, containing numerous and highly decorated rooms. It was originally built in castellated form, surrounded by a wall of similar construction and looking out upon a green lawn which sloped uninterruptedly to the water's edge.

It had been rebuilt and added to by the Captain John Killigrew already mentioned, who died in 1567.

time, to Robert Corker, of Falmouth. Finally, Tonkin states that the Manor of Killigrew was sold in 1737 to Mr. John Stephens of St. Ives. Another date has also been assigned, as regards this Manor—1636.

\* Before his time, one “John de Killigrew had £20 a year or more in land in 1292, which would amount to a very considerable sum in the present currency. Henry de Killigrew held a military feu in the hundred of Stratton in 1402, while Ralph Killigrew held one in the hundred of Powder.” (Wade, in *Extinct Cornish Families*.)

His son John succeeded him, and was knighted by Queen Elizabeth in 1574. He married Mary, the widow of Henry Knyvet, and daughter of Philip Wolverstan, of Wolverstan Hall, Suffolk, and sent his two sons, Thomas and Simon, to Court, "where they made their fortunes," while the eldest son John was heir to the Cornish estate.

Carew says, "After the declining hill hath delivered you downe from the Castle, Arwenacke entertaineth you with a pleasing view. . . . The cliff on which the house abutteth is steep enough to shoulder off the waves, and the ground about it plain and large enough for use and recreation. It is owned by Master John Killigrew, who married the daughter of Monck." (Dorothy, daughter of Thomas Moncke, of Potheridge, or Poderige, in Devon). Monck was the ancestor of General Monck, Duke of Albemarle.

Of an old portrait of this Sir John it is said that "his dress shows he was a person valuing himself upon his clothes." He had nine sons and five daughters, lived extravagantly and gambled, and left the estate on his death in 1594 (some have stated 1605)—to his son (John) in a shattered condition. This son was knighted by James I. in 1617, but though a "sober and good man," he was unfortunate in every way. His marriage with Jane, daughter of Sir George Fermor, turned out most unhappily; his divorce suit entailed many journeys to London, lasted many years, and cost him a great deal of money. Sir Walter Raleigh, who had been entertained by him on his return from Guiana—his men being sheltered in the one little house which existed at that time,—advocated the project Sir John had for building near so desirable a haven, and laid the case before James I. This, too, involved Sir John in great expenses, and again in many journeys to London. And his closing years were shadowed by the





THE KILLIGREW CUP.

events leading to the Civil War. He died in 1632, shortly after his divorce was granted, and left no descendants. The estate, greatly impoverished, fell to his brother Peter, the first of the name.

Fine as the domain was its glory was of short duration.

In 1646 the house was set on fire by the troops at Pendennis Castle,—the last to hold out against the Cromwellian forces (in Cornwall),—in order that it should not be occupied by the latter. By some it was said to be an act of self-defence, by others of malice on the part of the envious Governor, but proof of this is hardly clear. At that time Lady Jane Bluett, the divorced wife of the late Sir John—(who gave to the Mayor of Penryn in 1633, a year after the death of the knight, the silver chalice\* inscribed—“From maior to maior to the towne of Permarin when they received mee that was in great miserie. J. K. 1633.”)—was living there, and her troubles in the half-destroyed house were added to by the fact that the enemy well nigh finished the dismantling work by making trenches and batteries in and around the house and the adjacent park. Dame Jane and her husband, although she had come in to her jointure in the estate, were therefore greatly impoverished by these events. She died in 1648. Penryn being hostile to Sir John and his projects for forming a town, sympathised with her and aided her with money, which she acknowledged by the gift of the cup. Captain Francis Bluett, possibly the cause of this domestic trouble (although another name was mentioned), belonged to the Cornish branch of the Bluetts or Blewetts of Holcombe Rogus, an old Devon and Somerset family, seven of whom were knighted, and who had for several centuries dwelt at Holcombe

\* Of the value of £12.

Court. John Bluett was Sheriff of Cornwall in 1442. A later John Bluett lived at Trevethan, an estate which was purchased by the first Sir Peter Killigrew. Leases of mills were granted to the Bluetts in the sixteenth century, and the name is still remembered in Falmouth.

To return to the disaster in question, it may be briefly said that the old house never rose from its ashes in the same distinguished form. The central tower and the banqueting hall were destroyed, and the house, with a few later additions on a smaller scale, shrank to its present proportions. The remains of the stately hall window are still to be seen. There is a story that a secret passage existed between Pendennis Castle and Arwenack House, but examination in recent times has failed to disclose anything.

Long after this and the Killigrew time it is stated comparatively modern additions of a date not earlier than 1786 were made, and that the ruined tower and battlemented wall were destroyed to erect these additions, which may be distinguished by the absence of the old stone mullions.

Froude relates that in the middle of the sixteenth century, vessels manned by mixed crews of French and English were sent out to capture any ship of Papist nations they might meet with, and which, although not formally commissioned by Queen Elizabeth were yet supplied by order at all English ports. In 1562 such a capture was made of a Portuguese vessel by a Frenchman who drove a Spanish ship ashore near Falmouth. The captain of the latter appealed in vain to the governor of Pendennis Castle, and the French commander seized on him and his vessel. Further "good luck" awaited the latter. Some Portuguese being driven in a few days later, the Frenchman chased them before they could get out to sea, and brought back two



of the vessels as prizes. All this was a direct encouragement to any enterprising landowners in the neighbourhood, and it is not to be wondered at that one or two of the Killigrew family sharing the general religious zeal and desire for plunder, attacked Spanish vessels in the harbour. Lady Jane Killigrew, *née* Fermor, has frequently had the credit for an act of piracy which was committed by Dame Mary (wife of Sir John Killigrew, who died in 1584), on a Spanish ship in Falmouth harbour in 1582, two generations before, and the story of which is fully related in the Calendar of State Papers. Falmouth suffered from privateers, and a Portuguese privateer entered the harbour one night with the object of destroying the Manor-house and shipping, a deed which was happily frustrated.

It is worthy of mention here that Sir John Killigrew obtained a patent from James I. and erected a lighthouse at the Lizard Point in 1619. This he preserved chiefly at his own expense for five years, notwithstanding the hostility of the Trinity Board, and I regret to say the Cornish inhabitants of the neighbourhood, who complained that he was taking away "God's grace" from them! If the stories about the "Cornish wreckers" are untrue, or exaggerated, it is certain from this record that they regarded a wreck as a windfall, and were not desirous of preventing its occurrence. Sir John pleaded his cause and answered all objections with much good sense and ingenuity, but the matter gave him a good deal of vexation and trouble. In 1631, Sir William Killigrew, his kinsman, wrote to the authorities from "Pendennis Castle," asking for a fresh patent and to renew the light, urging that "every year many shippes are wreckt for want of it,"—but many years passed and several others pleaded in vain before this useful and benevolent project was crowned with success. A full account of the correspondence, etc.,

extracted from the Record Office, has been published by Mr. Howard Fox in an interesting article in Vol. XXII. of the *Journal of the Royal Institution of Cornwall*.

The first Sir Peter Killigrew, Knight, and M.P. for Camelford in 1660, second son of John Killigrew, and brother of the last Sir John, was styled "Sir Peter the Post," from his conveying messages with great rapidity to and from Charles I. in the Civil War. He was brought up "with the earl of Bristol in Spain," attended at Court, and in his youth loved a little gambling. As the Arwenack estate had dwindled to £80 a year, his friends the Earl of Pembroke and his brother, befriended him by bestowing land on him near Cardiff to the amount of £300 per annum in order to enable him to marry.

He was loyal to the King, but took no active part in the actual war, which cost him dear, and, in addition, Lady Jane's jointure withheld his lands from him for some sixteen years. He was, however, able to bring £12,000 into the estate on his succession, and was knighted by Charles II.

Sir Peter died in 1677, near Exeter, and his son, born in 1634, came into the estates and about £7,000 in money, with which he purchased the bartons of Tregenver and Trescobeas, and part of Tregeneggy—sold about a hundred years afterwards. The second Sir Peter (whose portrait by Sir Godfrey Kneller, I am able to reproduce through the kindness of the owner, Mrs. Boddam Castle, a descendant of the family), married in 1662, Frances, daughter of Sir Roger Twysden, of Kent, a very beautiful woman. This marriage was, at all events, a very happy one, though dark shadows still pursued the heir of Arwenack. From his uncle, Sir Williaim Killigrew, Bart, who died, he inherited the Baronety. In 1670 the Killigrews resided

for a time at the Manor-house, during which period Sir Peter turned his attention to the improvement of the town, but was also a good deal at Court, having been appointed Receiver-General for the Duchy of Cornwall. Four children were born of this marriage, Peter, who died in infancy, George, the son and heir, and two daughters, Frances and Anne, who became "remarkably good and dutiful children." Of these, George married in 1684, Ann, daughter of Sir John St. Aubyn, who brought a portion of £5,000 to the estate, but the marriage turned out unhappily, and three years afterwards the father's hopes were shattered by the tragic fate of his son, who was killed in a duel at Penryn in 1687. The event almost broke Sir Peter's heart. One child of this marriage was born, a daughter, Amye, who married Major Dunbar, and of their marriage a son who died in infancy, closed the descent. The marriage of his daughter, Frances, with Mr. Richard Erisey, in 1685, also turned out unfortunately, as they separated a short time afterwards. Sir Peter removed to London in 1690, but was present at his daughter Anne's marriage with Captain Martin Lister, of Staffordshire (born in 1666), who had been stationed at Pendennis Castle during the Governorship of John Grenville, Earl of Bath. Captain Lister took the name of Killigrew, in view of the succession to part of the estate. In him "Sir Peter and his Lady" found a dutiful son, a "good and kind brother-in-law to the unhappy Frances, and as good a husband to the said Anne to the day of their deaths." After leaving London, Sir Peter retired to Ludlow where he died in 1704, his remains being buried in Falmouth Church.\* Lady Killigrew, the widow, then resided in London, and died in 1711, at

\* Nearly one hundred years after the burial of Sir Peter, the vault was opened during some repairs to the church, and the inscription was found to be legible.

the age of seventy, her remains being buried beside those of her husband. Frances (Mrs. Erisey), and her daughter Mary lived with her sister Anne and Martin Lister Killigrew. In 1711, Mary Erisey married Colonel John West, of Bury St. Edmunds, Suffolk, but unfortunately died four years afterwards at York from the small-pox, leaving two daughters, Mary and Frances. Anne, the wife of Mr. Martin Killigrew, died after a long illness in Charles Street House, in 1727, her remains also being consigned to the family vault at Falmouth. She left no descendants. Her sister Frances lived until 1736, and her two grand-daughters came into the estate, one of whom married John Merrill in 1737, and the other the Honourable Charles Berkeley, of Burton Abbey, whence the Earl of Kimberley derives.

A portrait of one of the Killigrew family, said by some to be a Miss Killigrew, by others, the well-known Lady Jane, hangs in the Council Chamber in the Municipal Buildings of Falmouth. No other particulars seem to be known about this old family relic. I may state here that many of the old Killigrew portraits, the property of Sir Peter, seem to have formed part of a collection owned by Mr. Edward Ravenall (a nephew of Mr. Killigrew), all of which were offered for sale in London in 1776. Among them were portraits of "Mrs. Aurizie," (Erisey) "daughter of Sir Peter Killigrew, by Dahl," of Sir John Killigrew (which, not stated),\* "Sir Peter and his Lady, by Sir Peter Lely," etc.

Something of interest may be said concerning the Eriseys (de Erisey), an old family now extinct in the male line who derived their name from the manor of Erisey, in Ruan Major and Minor. The Richard Erisey in question, of Bickleigh, in Devon, was one of the sheriffs of Cornwall. Brasses, etc., relating to the family exist at Grade, near Mullion, the earliest inscrip-

\* Presumably the second Sir John.

tion bearing the date of 1486. The family is traced back to the time of Edward I; and several of them were sheriffs of the county. Erisey House was built by Richard Erisey in 1620. An interesting tale is told about one of them—a stout-hearted Cornishman in days gone by. “In the beginning of the reign of King Henry VIII., An.D. 1513, war being declared against France, a fleet of French men-of-war, of about 30 sail, came into Penzance Bay, and sent ashore a company of armed men to forage the country, who set fire to the town of Market-Jew, and burnt the same to the ground. But James Erisy, Esq., then Sheriff of Cornwall, appearing the same day in those parts with the *posse comitatus*, and the country people flocking about him to admiration, so that he made up a considerable army, the enemy, seeing his resolution to come to a battle, on his approach took to their boats and forthwith departed.”

The Killigrews, if not one of those powerful families which moulded national destiny, nevertheless held their own place as “poets, painters, playwrights, and soldiers.” Dryden wrote a fine ode on Mistress Anne Killigrew, who was accomplished in painting and poetry. Henry Killigrew it was, who when Essex was appointed General, and various persons offered to aid him in the matter of troops, arose in the House of Commons, and exclaimed like a resolute Cornishman, “I shall provide a good horse, a good buff coat, a good brace of pistols, and I doubt not I shall find a good cause.” His courage in the field was equal to his spirit in promising.

Carew says, “Sir Henry Killigrew, after Ambassades and messages and many other employments of peace and warre, in his Prince’s service, to the good of the Countrey, hath made choyce of a retyred estate, and reverently regarded by all sorts, placeth his principall contentment in himself, which to a life so well acted, can no way bee wanting.”



As a family, however, they were courtiers and Royalists and adherents of the Stuarts to a degree which, added to the extravagance of the son and heir of the first Sir John, ended in the reduction of a rent-roll of six thousand to some eighty pounds a year. It is not surprising that the first Sir Peter, who inherited the remainder of the estates, became somewhat dubious as to a policy which meant ruin, and that he accepted the two thousand pounds voted to him by Parliament for his services, and was appointed Governor of Pendennis Castle in 1660 by General Monk.

After the Restoration of the Monarchy, the Charter of Falmouth was granted to him for his services to Charles II. and his father, which naturally aided him in improving an impoverished estate. No doubt he rejoiced over the Restoration of the Monarchy, and gladly named the Church after "King Charles the Marter," but for a time, at least, he must have fallen in with the cause of the Parliament. Those were days of such stress and trial as few can conceive of now, in which loyalty to conviction had to be paid for at a heavy price. Banishment, the sequestration of land, heavy outlays in supporting a cause destined to be unpopular, awaited many of the staunch adherents of either party. Heads were not safe among the most prominent, and country mansions became centres of strife and scenes of siege and conflagrations. To the charge of Cromwell has been laid much in the way of devastation which all regret in these days, but it is more than doubtful if he was responsible for the havoc made in various edifices, historical and sacred, and certainly not, as we have seen, for the mischief wrought at Arwenack. His troops were filled with the barbarous zeal which fired men who were hotly opposed to the old order of things, and their ensigns, but on the other hand their great general showed no sign of antipathy to the old

classical statues adorning the gardens of Hampton Court during his residence there, and we know that he loved music and cherished the arts. Engrossed as he was in one vital cause, it was hardly possible that he could have held an iron hand in every detail over those who were too roughly engaged in carrying it forward. Be this as it may—Arwenack Manor is one of those old places which felt the unfortunate blight of the Civil War, and it is probably owing in great part to the disaster which marred its extent and original grandeur that the descendants of its old owners withdrew from Falmouth, allowed the fine old avenue to become a rope-walk, and sold or leased their land to others for the building of various houses in what had once been the park of a celebrated mansion.

The personal influence of the Killigrew family thus receded from Falmouth, and with it its old military prestige.

As an old fort Pendennis was heard of a thousand years ago, but the development of the fort into a Castle dates no earlier than the time of Henry VIII., who was bent on defending his sea-coast, and built the round tower. There is a tradition that this active monarch travelled all the way to Cornwall to see for himself the sites for the castles of Pendennis and St. Mawes,\* but the sole evidence for the statement lies in the fact that the ferry in the Truro river is still called "King Harry's Passage." In an old print of 1734, the round tower comes out with great vigour, and is repre-

\* Of the governors or keepers of St. Mawes Castle (the fort opposite Pendennis, built in 1542, and guarding the entrance to the harbour), the first was Captain Michael Vyvyan (1544), and the last Major-General Sir Alexander Cameron (1828). The office was abolished in 1842. Among those appointed were several members of the Vyvyan family, the Earl of Arundel and Surrey (1635), Lieut. Col. Kekewich, and the Rt. Honble. Hugh Boscawen 1697, (he was a member of the Privy Council), afterwards Lord Falmouth.

sented as being surrounded by a high wall and this again by a moat filled with water. Beyond this is another wall and a drawbridge, and a second moat. One is constrained to inquire where all this water came from, and inclined to think that the draughtsman's pencil must have been inspired by a little artistic licence. Below may be seen an array of guns well calculated to alarm any enemy that was disposed to sail within shot of these two fortifications. No longer could the vessels of two nations enter upon a pitched battle inside the harbour, as is stated to have once occurred between French and Spaniards, to the astonishment of the inhabitants and the disturbance of the public peace. The outworks were added in the time of Queen Elizabeth, who mounted 100 pieces of cannon, and sent 100 men to Pendennis to guard the coast from Spanish invasions.

Of course the history of the Castle—which, being comparatively recent, is neither exciting nor romantic—is mixed up with the Killigrews, who were called “lords of both fort and town.” It was built on their land, and they received a yearly rent of £13 6s. 8d. for it. Leland, antiquary to Henry VIII., alludes to the “hille whereon the King hath builded a castle called Pendent, and longgith to Mr. Keligrew.” The rent greatly increased in the latter part of the 17th century, and in 1795 the lands were purchased altogether by the Crown.

Naturally, a Killigrew was the first Captain or Governor in 1567. The old inscription in Budock Church\* to his memory preserves the record as evidently a matter of local importance: “Here lyeth John Killigrew Esqier, of Arwenack, and Lord of ye Manor of Killigrew in Cornwall; and Elizabeth Trewinnard, his wife. He was the first captaine of Pendennis Castle, made by King Henry the eight, so

\* The brass in Gluvias Church is of an older date (see Appendix).





HEERE LYETH IOHN KILLIGREW ESQUIER, OF  
ARWENACK, AND LORD OF Y<sup>e</sup> MANOR OF KILLIGREW  
IN CORNEWALL, AND ELIZABETH TREWINNARD HIS  
WIFE, HE WAS THE FIRST CAPTAINE OF PENDENNIS  
CASTLE, MADE BY KING HENRY THE EIGHT, & SO CONTI  
NUED VNTILL THE NYNTH OF QUEENE ELIZABETH  
AT WHICH TIME GOD TOOKE HIM TO HIS MERCYE,  
BEING THE YEARE OF OVR LORD 1567.

S<sup>r</sup> IOHN KILLIGREW KNIGHT HIS SO<sup>n</sup>E SUCCEEDED HIM  
IN Y<sup>e</sup> SAME PLACE BY THE GIFT OF QUEENE ELIZABETH.



continued until the nyynth of Queen Elizabeth, at which time God took him to his mercye, being the year of our Lord 1567. Sir John Killigrew, knight, his sone, succeeded him in ye same place by the gift of Queene Elizabeth.\* He was "captain" from 1567 to 1584.

To the memory of this second captain there is also another inscription: "Here lyeth the bodies of Sir John Killigrew, of Arwenack, in the Countye of Cornwall, knight, who departed this life the 5 day of March, Anno xxvi, Rne. of Eliz., and Dame Mary his wife." It goes on to state: "He was the second captain that commanded Pendennis Forte since the first erection thereof." A little family history follows, and then the tablet concludes with the statement that "John Killigrew, grand-sonne unto Sir John Killigrew, hath of a pious mind erected this monument, An. D'm'i, 1617." Above are kneeling figures of the knight and his wife.

Once again a Killigrew became Governor in 1584, John, the eldest son of the knight aforesaid, and he it was who petitioned for an increase of the defensive power of the Castle and offered to find men among his tenants, the outlay of which would amount to some fifteen hundred pounds. "I have been twelve months suitor about it," he wrote, "and have made a liberal offer, considering my beggarly estate, for its fortifying." A brave effort, considering he was in debt, and his pay as Governor amounted to £118 12s. 6d. per annum.

Then followed Sir Nicholas Parker, of Devon, born in Sussex, to whom Queen Elizabeth wrote about the new fortifications, stirring everybody up to such purpose that Halse† chronicled that Pendennis is "look'd upon as one of the most invincible Castles in this King-

\* The brass bears also the arms of Carminow.

† Sir Nicholas Halse, Governor or Lieutenant-Governor in 1613, was grandfather of William Halse, or Hals, the (parochial) historian.

dom, having above 100 Pieces of Cannon, and some Thousands of Foot Arms."

To him also is an inscription in Latin in Budock Church, where his remains were consigned in 1603. Sir John Parker succeeded him in 1607,\* and then we go back again to the Killigrews. Sir Robert Killigrew was appointed in 1614, and found things had sadly gone down and that the poor old Castle was in a sad plight. "For 9 years there has not been a piece of ordnance mounted, and at this time there are not above 4 barrels of powder." Worse still, the garrison had no pay, and would have starved, so the eloquent and indignant knight declared, "had they not lived on limpets!" We wonder whether they would have fought well on limpet diet. Sir William, his son, was a kind of co-partner in the governorship, and on the death of Sir Robert in 1633 was sole captain, but in a couple of years he resigned the office, possibly in disgust over the four barrels of powder and the limpets, and then came Sir Nicholas Slanning, of Cavalier renown. Of bravery the young captain had plenty, but the Civil War ravaged the land, and although the Cornish fought valiantly against the Parliamentary troops at Stratton, they paid the penalty a little later. Slanning,† of Royalist fame, was slain in 1643, and the new governor, a man advanced in years, was a more zealous Royalist than ever, Colonel John Arundel, of Trerise. He was a grandson of Sir John Arundel, of Trerise, the celebrated "John for the King," and was Member of Parliament for Cornwall; and at the crisis when Queen Henrietta Maria was "frighted by Essex" she found warm shelter within the stout walls of the Castle until she could escape to France. A letter from

\* He died without descendants.

† Sir John Slanning, of the well-known couplet concerning the "four wheels of Charles's wain."





*Fontana*

1645

the Sheriff of Cornwall (Edmund Prideaux), written on July 3rd, 1644, describes her condition as "the woe-fullest spectacle my eyes yet ever look'd on; the most worne and weak pitifull creature in ye world, the poore Queen shifting for one hour's liffe longer." An unpropitious wind for the fleet which gave hot chase to the little Dutch vessel in which she fled, and fired many shot at her, enabled her to land in safety at Brest. In a pamphlet printed in 1644 it is stated that the Queen "having a galley of sixteen oares, it is thought that all the ships in the world could not overtake her."

Many stone shot have been dredged up in Falmouth harbour, the majority of granite, witnesses of the warfare of bygone days. One weighing  $12\frac{1}{2}$  pounds was found in 1844.

Among other celebrities at the Castle in those days were the Duke of Hamilton (imprisoned for supposed disloyalty), Sir Edward Hyde (the Chancellor), and the Prince of Wales (afterwards Charles II.). Into a chamber, still called "the king's room," the unfortunate Prince retreated in 1645, concealing himself betimes in a closet which once existed above.\* But the Parliamentary troops, under Sir Thomas Fairfax, pressed on, the Prince had to fly—retiring at first to Scilly,—and the Castle in 1646, filled with the alarmed townspeople, underwent such a siege by sea and land that the limpets in question on a previous occasion would have proved a welcome addition to the scanty fare. Supplies were intercepted, the garrison was disorderly, the affrighted inhabitants starving and in want of every necessary of life. Colonel Arundel, not far from eighty years of age, made a spirited but hopeless defence, holding out for some five months against overwhelming odds, and finally surrendered.

\* This closet was demolished in 1808 during some repairs.

There was talk of blowing up the Castle by a party within it, but after much parley and several disputes this foolhardy proposal was abandoned, and articles of agreement as to the surrender were determined upon and signed at last. On the part of the Governor were Sir Abraham Shipman, Colonels Arundel, Arnold, Slaughter, Jennings, Tremayne, and others ; and with Sir Thomas Fairfax were Colonel John St. Aubyn (Sheriff), Sir John Ayscue, and Colonels Herle, Bennet, Townsend, Jennings, etc. Captain William Batten was Vice-Admiral and Commander-in-Chief of the Fleet.

At two o'clock on August 17, 1646, therefore, it was arranged that the Castle was to be delivered up to the custody of the two Commanders-in-Chief by sea and land. The articles of agreement were very liberal to the Royalists, and the stout-hearted John Arundel succeeded in stipulating for an honourable retreat. He and his family and retinue, the officers and soldiers, "and all Gentlemen, Clergymen, and their families and Servants shall march out of the Castle of Pendennis, with their Horses, compleat Arms and other Equipages . . . with flying colours, Trumpets sounding, Drums beating, Matches lighted at both ends, Bullets in their Mouths, and every Soldier Twelve charges of Powder with Bullets and match proportionable . . . and shall lay down their arms (saving the Swords) 'on Arwinch Downs.' Nor were any of these to be compelled 'to take up arms against the King.' " \*

No doubt they marched out in as much state as their impoverished and straitened condition admitted, but as regards horses there were none. The last horse was left in a barrel, salted—all the meat they had—while there was neither bread nor drink other than a little water. Many died from eating too heartily after this

\* See Captain Oliver's *Pendennis and St. Mawes*, 1875.



terrible famine. The condition of the Castle may be imagined when it is recorded that a thousand officers and soldiers marched through the Castle gate, leaving two hundred sick persons behind, and two hundred women and children. Among the officers was Colonel Lewis Tremayne. Eight years later John Arundel died. On the Restoration, Colonel Richard Arundel, who had aided his father in this valiant defence, was created a peer.

Two days later Raglan Castle, the last fortress to hold out, surrendered also, and the great cause of constitutional government was won in England.

The firing of the Manor House by the Royalists has already been related, and was one of those desperate deeds which are witnessed in a lost cause.

Colonel Richard Fortescue, commander of the Parliamentary troops, was appointed Governor a few months afterwards, retaining his post for a year. Sir Hardres Waller succeeded him, the Parliament evidently attaching great importance to the captains of the Castle, and desiring a zealous adherent to hold the chief command. While he was there another notable, William Prynne, a rather uncompromising Puritan, who offended both governments,—a barrister, and M.P. for Newport,—was imprisoned (in 1652), and spent his time in writing against all forts, as useless and unprofitable concerns. No doubt he had every reason to take this view. He was a man with more talent than judgment. Captain John Fox, 1658 (who received an order from Oliver Cromwell for the encouragement of the Falmouth market in 1655), and Colonel Anthony Rouse, 1659, were the other governors successively appointed during the Commonwealth. The latter was said by Hals to have “lived in a barn and lodged on straw,” but when he was “posted Commander of this Castle, he behaved himself so very proud, grand,

severe and magisterial" to the folks of the Cavalier party that Mr. Trefusis sharpened his wit upon him in some rather rude verses.

Sir Peter Killigrew (Knight), the last of the Killigrews who held office, seemed to please both parties, although he sought to rescue the king, providing horses and a ship on the coast of Sussex for the purpose. Mr. W. C. Wade states in his article on the Killigrews that the attempted escape only hastened Charles's end, and that Sir Peter used to relate the story of his unsuccessful plans with tears in his eyes. The appointment was given to him by General Monk, and two months later saw the monarchy restored. He was also rewarded for his services by the Parliament, with which he had great interest—(he was M.P. for Camelford in 1660),—and remained on comfortably at his post when Charles II. returned. On his death, in 1662, Colonel Richard Arundel, the son of the stout-hearted John, succeeded him, and was elevated to the peerage in 1665. John, Lord Arundel, the Earl of Bath, Richard Trevannion, with deputy or lieutenant-governors, followed one after the other. While Trevannion held the post the Castle was struck by lightning in a severe thunderstorm in 1717, and was said to have been considerably damaged. The names of Colonel Owen, 1735, Colonel Beauclerk, 1774, General Robinson, 1775, and General Buckley, 1793, are all less remembered than those of Captain Phillip Melvill, who was lieutenant-governor from 1797 to 1811, and Colonel Fenwick, also lieutenant-governor from 1814 to 1832. About 1835 the office was abolished, and neither governors nor lieutenant-governors were known any more at Pendennis.

"Governor Melvill," as he was called, is the best known. It was he who inspired the soldiers with the building of cottages, and the laying out of the gardens on the castle slopes, and used his influence in the cause





CAPTAIN MELVILL.

(From an Oil Painting.)

of charity in Falmouth. He was a man who had suffered much in early life while in India, and had become imbued with earnest religious sentiments and much benevolence. With everyone he seems to have been a favourite, and died all too soon at the age of forty-nine years. Colonel Fenwick underwent an amputation of the thigh which disabled him for life, and rendered the appointment in those days a very suitable one for him ; for the old fortress was hardly in a condition then to take an active part in time of war, and was a kind of military retreat.\*

A volume of "Memoirs" of Captain Melvill (born in 1762 at Dunbar), which was published in 1812, gives a vivid account of his earnestness of character, and relates that on entering Falmouth Harbour in 1786, he was so struck with Pendennis Castle that he longed to settle there. This singular wish was fulfilled some ten years later, when he was first appointed to the command of a company stationed at the Castle, and subsequently to the post of lieutenant-governor, which he held for life. While in the 73rd regiment he was engaged in India in 1780 in the war against Hyder Ali's forces, and was badly wounded, lying for nearly three days on the field naked, exposed to a burning sun, and suffering intense torture from thirst. From this condition he was rescued, only to be imprisoned by the enemy for four years in the fort of Bangalore. During this time he experienced untold miseries from the lack of medical attendance, proper food and clothing, and the filthy condition of the prison.

\*In 1797, owing to the fears about French invasion, steps were taken by the inhabitants of Falmouth which led to the establishment of a regiment of Artillery Volunteers, now represented by the Royal Cornwall Miners' Artillery Militia. Previously, and early in the same century—1736 and afterwards—a company of invalids were at Pendennis, out-pensioners of "Chelsea College." In 1788 "Captain Tydd, of Pendennis Castle, has exchanged with Captain Roger Gilbert for his company of invalids at Chester. Captain Tydd is removing to Chester, Mr. G. succeeds him at Pendennis." (*Note from old document*).

No wonder that after such experiences he gazed upon English shores with emotion, and looked upon Pendennis Castle as a haven of rest! These early hardships no doubt contributed to his death at a comparatively early age, notwithstanding that he had made a happy marriage, and was the father of several greatly beloved children, some of whom became distinguished in later years, in the church and in military service.\* One of his sons, however, who was in the Artillery, and only nineteen years of age, was drowned at Madeira, in 1808, owing to the capsizing of a boat. This was a terrible blow. But Captain Melvill may be said to have lived for another world, and devoted all his spare time and energies to aiding as best he might those among whom he lived. To him, the founder of the Misericordia Society, the poor of Falmouth owed a debt of gratitude, and on the day of his funeral all united to do his memory honour. An old letter of one of the officers of the Pendennis Volunteer Artillery, a corps formed chiefly by his endeavours, and later commanded by Colonel Burgess, describes how "the body was borne on a car drawn by four horses, the street being lined with soldiers, from the bar to the entrance of the church, with reversed arms." The writer adds, "He was most highly esteemed by all who knew him. I almost fancy I can see him now; he wore one arm in a sling, from a wound he received in India in action, having been left for dead in the field."

It was a life short, active, beloved and influential for good.

And here may be said to close the antiquities of Falmouth, neither numerous nor numbering many centuries, but nevertheless of greater and more romantic interest than those of many other towns in the west.

\* Major-General Sir Peter Melvill, K.C.B. (born in 1803) was Secretary to the Hon. East India Company.

## CHAPTER II.

### *The Early Years of Falmouth.*

THE town of Falmouth, like Topsy, grew in its own fashion. Antagonised by Penryn, Truro, and Helston, the Killigrews fought successfully on its behalf, supported by Sir Nicholas Halse, who adroitly pointed out the use of a town for supplies to ships and the castle, and King James responded by giving them a free hand. John Killigrew had to fight the neighbouring landowners as well as indignant corporations ; Sir Richard Robartes Bart., and Sir John Arundell Kt., supported Truro, Sir Francis Godolphin Kt., engaged for Helston, and Richard Penwarne, for Penryn, all alike setting forth with delightful selfishness " that the erecting of a town at Smithike would tend to the ruin and impoverishing of the ancient coinage-towns and market-towns aforesaid, not far distant from thence ; and therefore humbly prayed the King's Majesty that the buildings and undertakings of Mr. Killigrew might be inhibited for the future." But King James with an amount of good sense for which his family rarely got credit, lent his ear to the far-sighted governor at Pendennis Castle, and sent a reply which was a model of reasonable wisdom, together with his cordial approval of these new plans. Hence in twenty years Falmouth grew apace, and the four original houses, licensed to be built, increased to a village.

There was also a rivalry between Plymouth and Falmouth. Carew says : " Likewise as Plymouth vaunteth richer and fairer towns and greater plenty of



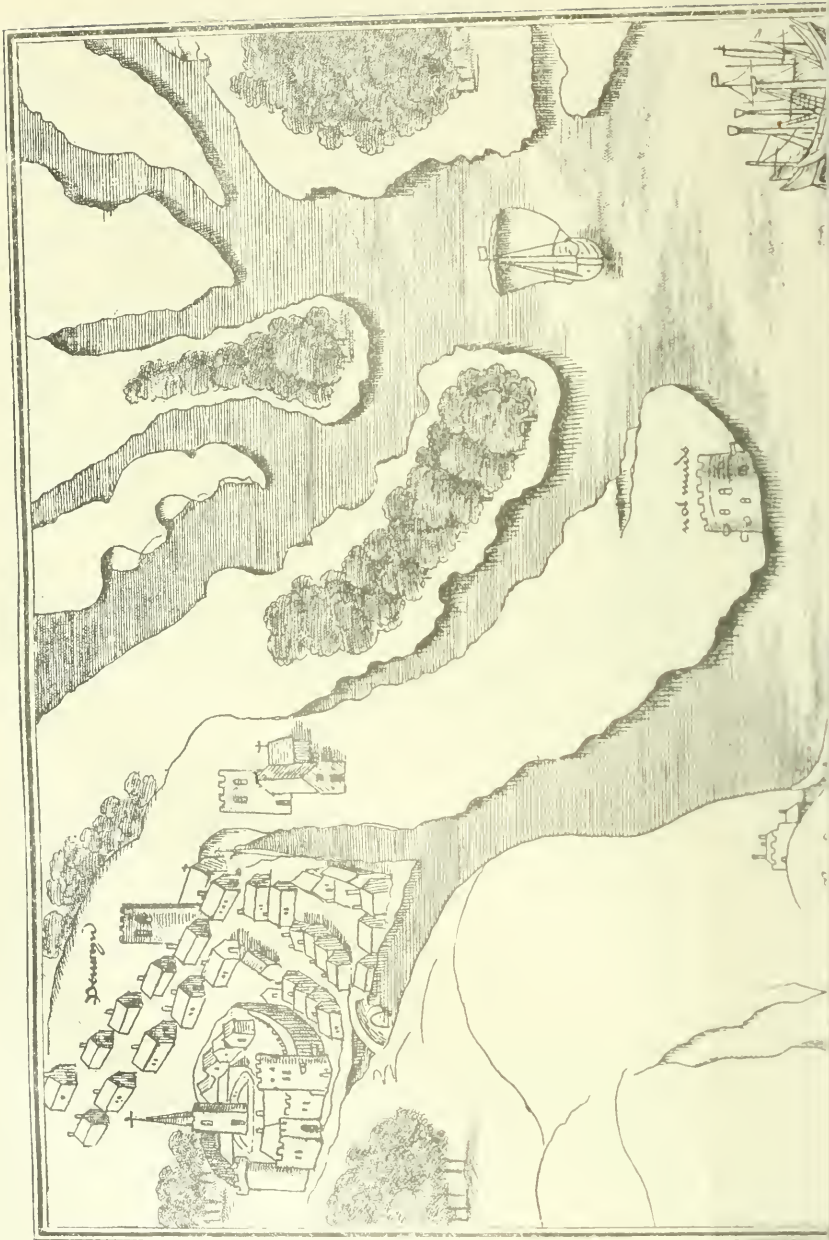
fish than Falmouth, so Falmouth braggeth that a hundred sayle may anker within its circuit, and no one of them see the others' top, which Plymouth cannot equal." In later years, and at the height of its shipping prosperity, as many as 3,000 vessels have visited Falmouth in one year, thus justifying Leland's view of the harbour that it was "in a manner the most principal of all Britayne." And long before, as already mentioned, the shrewd old sailor, Sir Walter Raleigh, on his return from Guiana, saw in a moment the necessity for the creation of a town on account of the requirements of vessels.

In a very few years from the date of the royal assent, Falmouth commenced to grow into a town, and in the early part of the seventeenth century it was, as described, a little handful of houses scattered here and there on either side of a "high waie" from the Manor-house, over Porhan Hill,\* to the place now known as the Market Strand, where the buildings first began. A few of these houses seem to have been inns for sailors. One Samson Hodge had a house of that kind at Porhan Hill—(which originally comprised a large district not built on, to the north of the Market Strand, so remaining as late as 1659),—and beside it was another styled "Scots' House." In a map of 1698, very few houses appear south of the church. All rose in the midst of green meadows. A cross stood at the end of the present Woodlane, whence a road wound over the hill in the direction of Penryn. It has been frequently stated that at this period and until its incorporation in 1661, Falmouth was known as "Smithick," from "Smiths' Creek,"—a smith who lived in the village. This smith's house is believed to have been one standing on the left of the street going south from the Market Strand, as it faced the sea and was evidently built

\* Porhan Lane was once known as Pig Street.



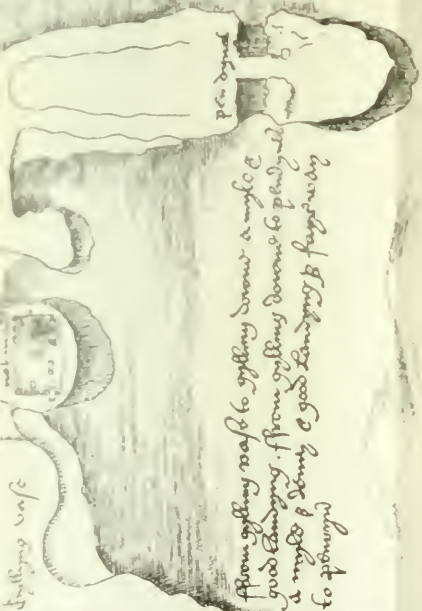




Dunrobin

not miss

building safe



From gyllyng waft to gyllyng down a myle & good landing. From gyllyng down to pind, and a myle & down a good landing to pind, way to pind.



Half way to E mende



Half way to E mende



Half way to E mende



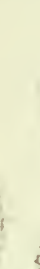
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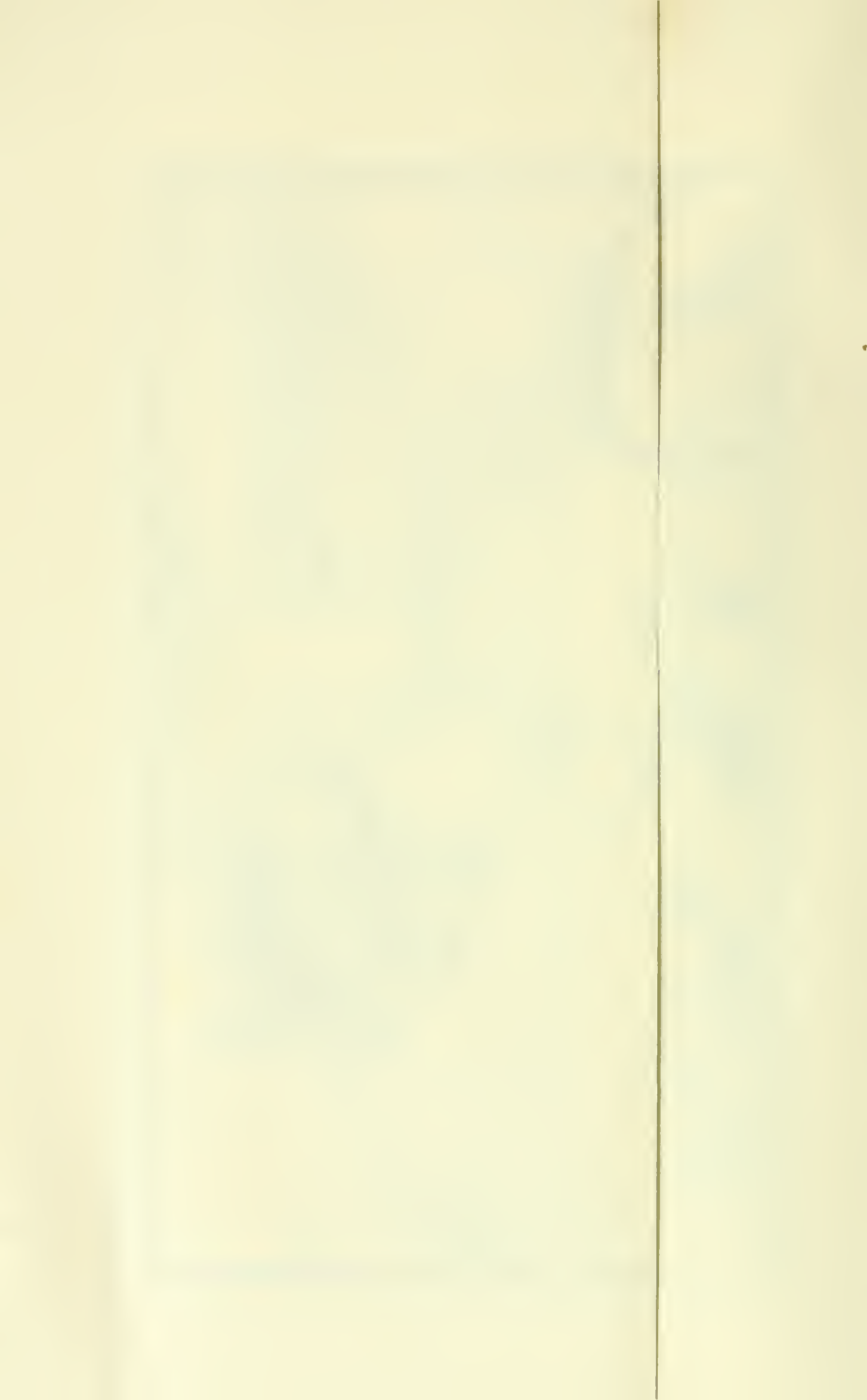


Half way to E mende

To the north of Falmouth, Devon  
Stony Ditch road



FALMOUTH HAVEN, DEVON.  
From a chart drawn in the reign of King Henry VIII.  
Preserved in the British Museum.



previously to the street, windows being opened thereto afterwards. Be this as it may, it is a fact that so far back as 1478, William of Worcester called the place "Villa Falmouth" and "Falmouth"; in a map of 1500 Falamua is recorded, and Leland, 1533, includes any cottages then built in alluding to Falmouth haven. The spot was known by this name even earlier than any of these dates, and the first historical mention of the place was when Joanna, the Duchess Dowager of Bretagne, landed here after a voyage of five days and nights, on her way to wed Henry IV., on January 13th, 1403. So that the name, at least, is of far greater antiquity than is supposed. The old name of the Fal was "Vale,"—hence Vale-mouth, called Valubia in the time of the Romans. The nickname of "Penny-come-quick" is to be found in old documents. A cottage bearing the name used to stand near the ferry at Green Bank, where the old dame, so often mentioned, gathered in her pennies for draughts of ale. This old ale-house, built before 1600,\* is said to have stood near the quay opposite Flushing, and a little to the right of the stone steps to the passage-boat there are the remains of an ancient door or window in the wall towards the land. This was to be seen as late as 1794. But it is by no means certain that the name of "Penny-come-quick" was derived from the ale-house pennies, and neighbouring towns were wont to jest with this nickname. Many assert that it was a corruption of "*Pen-kum-ick*," or "*Pen-y-cwm-quick*," the "head of a narrow (or creek) valley."

At this point it may be well to recapitulate what (the first) Sir Peter Killigrew did for Falmouth. As we have seen, he got the Custom House removed from Penryn and expended a considerable sum in building a quay for it; obtained from the Commonwealth Govern-

\*Some have stated 1550.

ment a patent for a weekly market and two fairs, and also a ferry from Falmouth to Flushing; he next received the Charter from Charles II., incorporating Smithick by the name of Falmouth, as a borough with Parliamentary representation; then he gave the land for the church, which was built through his exertions and appeals, and finally at great cost obtained an Act of Parliament, for creating a separate parish for Falmouth, compensating the Vicar of Budock by an annuity of £3, to which the Corporation was liable. This was his chief work, unquestionably very valuable to the little town. Then followed Sir Peter (the second) whose labours were less marked and disinterested. He incurred great expense in establishing the limits of the port, making also many journeys to London for this purpose, and obtained another Act of Parliament for fixing duties to be paid to him by merchant captains, which ended the illegal traffic carried on by members of the Corporation. All this lessened his income, and met with opposition, even when the benefits to the town were apparent, and the leading men of the place harassed him apparently at every turn. After the death of Ambrose Jennings, Bryan Rogers took his house, and according to the quaint wording of the Killigrew MS.,—"for more than 20 years to ye time of his death, nosed and sat hard on all occasions upon Sir Peter's interest in ye heart of his Estate, and greatly to ye detriment thereof." The Arwenack affairs were left to the management of Mr. Draper, the steward, who fell in with the Corporation, and it is hinted received bribes from the Manor tenantry. While Mr. Rogers, aided by Dennis Russell, the attorney, influenced Sir Nicholas Slanning to claim a field in Prisloe, which cost Sir Peter ten years litigation and £1,000, although Sir Nicholas himself lost treble the amount. Sir Peter was fond of books, study and research, it seemed, but



alive to his own practical interests, and after Draper's defection he relied on the Rector of the parish, whom he had appointed to the living, to look after them, and this he did for ten years, residing at the Manor-house. But on the death of Mr. Rogers in 1693, his house was taken by his "apprentice," Robert Corker, who influenced Mr. Quarne to neglect Sir Peter's interest and to forward the plans of the Corporation, the result of which was that in 1700 the Rector was dismissed, and Mr. Martin Lister Killigrew was appointed in his place. Some of these disputes will be referred to later on, but this is a brief outline of the commencement of hostilities.

Towards the middle and latter part of the century the handful of cottages had grown into a village, houses had sprung up on either side of the winding lane already spoken of, and the sharp turn at Church corner revealed the newly-erected Parish Church, surmounted by a short spire. The west front of Arwenack Manor looked out upon fields, on one of which stood a windmill, and the field was long known as the Windmill field, situated apparently on the upper side of the Woodlane towards the town end. At the Market Strand stood the large house and garden of Mr. Ambrose Jennings (which afterwards became Robert Corker's), and a few cottages climbed the lower part of the hill beyond. The reason of Mr. Jennings' comfortable quarters is easy to understand. He was the Collector of the Customs, and when Sir Peter Killigrew succeeded in removing the Custom-house from Penryn, he granted to him land on a lease of a thousand years on the spot known long after as Mulberry Square. There this contented gentleman built his house, laid out his garden, and no doubt planted the mulberry-tree which has ever since given the place a name. Penryn drew up a petition for the restoration of the

Custom-house in 1660, but in vain, and Truro and the Corporation of Falmouth were unfavourable to its removal.

When the landing pier at the Market Strand was erected in 1871, the remains of a submarine forest were discovered, under a layer of sand, etc. Few of the trees seemed over twelve inches in diameter, and consisted of oak, fir, and hazel, and also beech and birch. It is supposed the wood gradually sank in a marsh, after which the flags grew abundantly,—the whole being finally covered with sand. The wood extended some distance up the Moor. Traces of another submerged wood were discovered at the Bar pools. Mr. Whiteley, C.E., made notes of these facts at the time.

An old friend of Mr. Nathaniel Fox's, who would be nearly a hundred years of age if now living, recalled the spectacle of a man in the pillory in the Moor, near the present fire-engine station. His offence consisted of cheating his employers' customers of the goods he undertook to deliver. Near to this spot, and on the site of the flour stores of Messrs. Carne, stood the old water-mill, driven by the brook which flowed down the Moor. Crossing the brook is still remembered by one or two very old residents, and on the removal of a projecting block of houses between the King's Arms\* and the street, broken mill-stones were discovered in the ground. Even at this time cobble-stones paved the streets, and as late as 1812 there still remained gardens in the Moor, of which a map is preserved at the Manor-office. The old water-mill must have given a picturesque air to the place when it stood there, with its turning wheel.

Far into the nineteenth century there stood on

\* An inn of this name stood at the Market Strand in Mr. M. L. Killigrew's time.







EARLY HOUSES IN FALMOUTH.

the site of the present Primitive Methodist Chapel (at Chapel Terrace), the oldest house in Falmouth, of which a spirited lithograph was made by the late Miss A. M. Fox. I have adapted from this a copy in pen-and-ink, which presents an outline of the structure, and shows the style of abode and the probable appearance of a part of the town in its earliest days. The houses now occupied by the Working Men's Club possess some pretty panelled rooms. They still bear the name of Bells' Court, and were once the residence of some of that family,—probably Mr. George Bell,—long known in Falmouth. From this spot some wide brick chimneys, bearing the date of 1679, may be seen at the rear of James Waters' shoe shop.

In 1838 some old houses at the Church corner were removed, and this spot has lately been widened again by the removal of another old house at the north-east corner.

The first volume of the old Parish Church Registers,\* which contains baptisms, burials and marriages in one book, throws light on the small number of inhabitants in the latter part of the seventeenth century. From the first, however, dissent had found a home in the little town, and there are references in volumes relating to Cornish history of the foundation of a Baptist Society between the dates of 1663 and 1671, although it was not fully established until 1769. This must have irked the rector of the period if we may judge from his comments upon other faiths, and current events. In the record of burials there is the outline of a sad story—the death of a girl who “poysoned herself, was buried in ye highway; she was an high-professing Anabaptist, twice poysoned.” In 1670 another woman

\* As the older volumes of these registers are being transcribed with a view to publication, I have copied but little of the documentary matter they contain.

is mentioned, "who drowned her self, buryed without Church Service in ye highway."

The Rev. John Bedford overflowed in the register of baptisms concerning "Popery." "1694, Nov. 9. Jane and Anne, Daughrs. of Mr. Lancelot Stepnye, a Merchant in Oporto by Hannah his wife who brought over her two foresd. Daughrs. for yt. ye Priests of Rome endeavoured to get them away from Their sd. Parents (by stealth and bribeing of a maid servant) to educate in ye Popish religion." And among the burials in 1665 he records one "Hawks," "who was enticed by a fryar from St. John's Coll. in Cambridge to have gone unto Portugall but was stop'd here, by excessive drinking of brandy wth. some others for ye rump of a goose, and died suddenly." It is borne in upon one from these whisperings of the past how strong and sturdy was the feeling against "other peoples creeds," all round.

Other matters are noted. In 1666 the burial is entered of "Ambrose Jennens (*sic*) Gent., Collector of the customes in the port of Falmth. who gave to ye town of Falmth. £17 and to ye Rectr. then and for ye time being ye Interest of twenty-five pounds." These sums were then worth more than treble the amounts in these days, so Mr. Jennings was evidently one of the town's benefactors, and must have greatly soothed the rector by his bequests. William Penleaze was "Controwler of ye Custome house" at this period, and seems to have succeeded him.

All the entries, however, are by no means specified with the same incisive clearness. We find elsewhere "a Dutchman," "another Dutchman," "and one more," all put down in nameless nationality. Possibly they were shipwrecked and drowned. "John Perkins an ancient man, sometimes a Gardiner" (1655), gives a delicious sense of leisure and repose at that date. We

can picture poor old John hobbling round on two sticks, "sometimes" gardening, and generally leaning over the new quay wall, and gossiping with other such ancients. No doubt they dealt with local news better than a newspaper with several columns.

Mr. Bedford was succeeded by John Quarme, grandson of the Rev. Walter Quarme, rector of Mawnan. He was born in Mawnan in 1643, and held the office of Rector of Falmouth from 1676 to 1678. The Rev. Walter Quarme, his nephew, then became rector from 1678 to 1727. Next followed the Rev. John Millington, until about 1735, when the Rev. Edward Walmsley was presented to the living by Mr. Martin L. Killigrew, and held it for sixty years.

Mr. Walter Quarme carried on the religious warfare. He positively exults when it comes to his turn to note down the name of an offending parishioner in the "buryalls." In 1711 one Richard Short died, "an old Hareticall Rebell, so put in ground without prayers." Nevertheless, the Cornishman held to his own opinions, and early in that century various Methodists arose in their might. In a lease of 1707 mention is made of "a little tenement called Thomas Philip's Tabernacle," and the register (1723) "Certified a child of Joshua Ragland who was interr'd in a new enclosed courtlage of a new-erected Presbyterian conventicle house, ye first of ye Sort and Sect or faction in despite to o<sup>r</sup> church rites." Again are entered, "a child of Joshua Ragland's put in Atwell's\* Cellar or Cave," and 1726, "Dor<sup>v</sup> Ragland certified to be buried in John Attwell's Cellar, a new Presbyterian Catacombe," and also a "Mrs. Pitcher, wid :'" consigned to mother earth "without prayers." Such were the rough manners and harsh ideas of those days.

The record of the burial of William West, organist, in 1724, proves that an organ was used in the church

\* John Atwell owned property in the town early in the 18th century.

about this time, a fact which Mr. Killigrew complained of as manifesting pride.

Tregelles' Meeting-house\* also began to be heard of at the close of the seventeenth century, and there was even the Jews' synagogue, though a few of these seem to have joined the church, if we may indulge in a surmise over a record of the baptism of "Robert, son of Jerubbaal Gideon" in 1719. Another odd name is also recorded in the burials (1749, July 9), that of "Methuselah Kneebone."

Mr. Quarme's ire is easily perceived in the satirical references above, and a parish with such a mixed population and sea-faring folk must have tried him sorely.

It is said that the Cornish have many superstitions, but I never heard of any special current belief coming under that head in Falmouth. Some good folks, however, in the land of the West, entertain very literal views concerning the interpretation of Scripture. An old Cornishman, dwelling not far from this neighbourhood, though I will not say Falmouth, had to undergo an operation which deprived him of some of his toes. Carefully collecting the amputated portions of his frame, he had them deposited in the churchyard (consecrated ground) in preparation for the general resurrection. Said he, "I couldn't appear before the Lord with no toeses." He would no doubt have delighted Mr. Quarme.

John Wesley fared ill on his first (and, I believe, only) visit to the town. In a small volume of *Anecdotes of Wesley*, published by the Religious Tract Society, it is recounted that Wesley visited Falmouth in July, 1745, and was the object of a serious riot. The mob attacked a house, and broke open the door of the apartment

\* One Thomas Gwin, who was born in 1656 and died in 1728, was a Quaker, and wrote various religious tracts, endorsed by the Friends, and also a Memorial of his daughter Anne, who died in 1715.

occupied by him, but finding that he at once fearlessly confronted them, the people gave him a hearing, which resulted in two of the leaders offering him protection. A benevolent clergyman aided others in finding Wesley a safe retreat in Penryn, but it is regrettable to relate that some of the rioters pursued him even to that place, although no harm resulted from their persecutions. Let us hope that although they were in the town they were not "Falmouthians."

The most curious collections used to be made in the church for all sorts of objects, which were noted down in the register. A few instances will give an idea of these charitable overflowings in all directions.

"1676. January 28. Collected for John Pearce, being Sick and Weake, the Sum of 14. 5d."

"1677. March 25. Collected on A Briffe for Edward Hoken of West Looe, Being a Slave in Turkey, 19. 2d.\*

"July 8th. Collected on A Briffe for the fire at Southwarke the sum of £2 13. 6."

"Aug. 26. Collected on A Briffe for Benjamin Tapley of Exon, being a slave in gally, 17. 4d."

"October 12. Collected towards ye Redemption of John Woodnett, a Slave in Gally : and left in ye hands of W<sup>m</sup> Joseph, £5 13 3d."

"Collected for Jane Peirce to Repaire her Boote the sum of 18. 9d." (The "Boote" was evidently a boat.)

"July 28. Collected on a Briffe for the fire in ye P'ish of Wem in ye County of Salop, ye sum of 17s."

\*English men and women were carried off as slaves to Algiers, and some were found there as late as 1816. I conclude from the above entries a few were sometimes ransomed. It was Lord Brougham who roused the Government to take action against these terrible piracies, after which Lord Exmouth stormed the forts, liberated some 1500 Christian slaves, and crushed the practice.



"1678. March 12. Collected Towards the Re-building of St. Paul's Church in London the sum of —" (not stated).

Collections were made for all sorts of fires in all sorts of places, and for several slaves in Algiers, Turkey, and elsewhere, as well as for churches new and old. One entry reads (1715), "for ye Cow brief, 10 and 11d.," evidently for the providing somebody with a new cow. Then there are sums for "Protestant fugitives of France," and for Seamen who had lost their ships, and for "ye Generall Redemption of Turky Slaves"—a large order. In 1697 (Nov. 25), the sum of £1 12s. 6d. was given to "mr. Geo. McKulloamir from Ireland, ruin'd by ye war," and in 1703 (June 20), £2 6s. 2½d. was "for ye Releise of Stephen Croskeyes, who was shipwrackt and wounded in ye Benbo frigate."

Slaves and Protestants always opened the Falmouth purse-strings, and the rector was constrained to record handsome contributions even from the "Quakers"—not of his fold.

"1706, Aprill 28. For french protestant Slaves, redeemed by her Majesty and brought over in ye Rupert, £3 8. 4d." Money in fact flowed far afield, for there is a surprising entry in 1730, "Aug. ye 17<sup>th</sup> for Copenhagen in Denmark, £2 19 0"—possibly to repair the ravages of a fire. Fires took place by the dozen. Somebody or other seems to have had a fire in almost every conceivable place, and now and then there was an inundation. Slaves, sailors, refugees, "the sicke and weake," mothers and babies, the "poore," churches, cathedrals and all were contributed to by the little Falmouth congregation, and doubtless by many another parish besides. For all-round charities, and bolstering up folks weak in pocket and condition, Falmouth must have beaten the record, even amid the customs of the time.



Don Manuel Alvarez Espriella, in his *Letters from England* (written in 1802 and published in 1808), relates the following story : "Some time since the priest of this place was applied to, to bury a certain person from the adjoining county. 'Why, John,' said he to the sexton, 'we buried this man a dozen years ago,' and in fact, it appeared on referring to the books of the church that the funeral had been registered ten years back. He had been bedridden and in a state of dotage all that time ; and his heirs had made a mock burial to avoid certain legal forms and expenses which would else have been necessary to enable them to receive and dispose of his rents."

The panic in the church in 1812 during which Elizabeth Beach and others lost their lives at afternoon service, was due to a false alarm, owing to some plaster falling from the roof—someone having cried out that the roof was falling. A rush from the gallery resulted in several persons being trampled on, in the narrow exit by the south door, which was afterwards closed.

The rector's tax on shipping arrivals called poll-money, which never amounted to much, fell into disuse, but each succeeding rector was involved in some dispute or other as to the levying of what was called the "rector's rate." The disputes began at a very early date. The Rev. Walter Quarme was the first who levied the rate outside the municipal limits, and left a justification of his act in the register. Everyone knows what this rate was, and that in the Act which separated the parish of Falmouth from that of Budock (1664), it was unfortunately provided that "a rate of sixteen pence in the pound on the annual rent, should be assessed by the mayor and aldermen on the owners of all houses in the town and precincts, to be paid to the parson."

The defection of Mr. Quarme, no doubt, influenced

Sir Peter Killigrew to make a protest against what was likely to injure his own property as well as to become a burden on the inhabitants generally. In the same (the first) volume of the Registers the following memorandum was made by Mr. Quarne, on August 1st, 1700, in his own handwriting :—

“ Mr. Martine Killigrew sent, (by order of Sr. Peter Killigrew) for all ye inhabitants of ye Parish of Falmouth whom he thought lived out of ye Corporation, and told ym they had a Covenant in their Leases not to do or comitt or suffer to be done or comitted any thing that might be prejudicall to ye Inheritance of Sr Peter Killigrew and his Heyres. And yt ye payment of a Rate on their Houses to ye Parson was a great prejudice, wherefore he charged them all from thence forward to pay no such rate and threatened them that if they did, he would sue their Covenants on ym., and if they refused to pay and were sued by ye Parson for ye same Sr Peter Killigrew would defend ye Suite at his own cost.

“ Sir Peter Killigrew had consulted ye Case of assessing such a Rate on the sd. Houses with divers learned Councillors in Law for severall years before, who were of opinion yt. by Virtue of ye Act of Parliament for settling ye Church and Rectory of Falmo. such a rate was due to ye Parson and yt ye Major and Alderman of Falmo. had power by ye said Act to assess ye said houses, and accordingly they have been rated without interruption for above Thirty years past and ye several rates paid by ye sd. Sir Peter Killigrew and his several Tenants without any doubt or denial for one and twenty years past ended Lady-day last to me.

Walter Quarne, Parson.

Since stated ye case to other Council who are clear for ye payment, sd.”

W.Q. 1707.

Mr. Quarme insisted on this right, which gave great annoyance to Mr. Martin Killigrew, who asserted that the rate was levied on houses not within the limits or jurisdiction of the Mayor and Aldermen—a resistance which moved the rector to angry comments from the pulpit. In 1829 the Court of King's Bench decided the Parish was included as well as the town. And it took in the end an Act of Parliament, more than two centuries after Sir Peter's appeal, to remove this imposition on the inhabitants, which cost some £2,000\*.

Among rectors the Rev. Edward Walmsley was the patriarch. He succeeded Mr. Quarme, and was rector of Falmouth for the space of sixty years, a period far longer than that of the others, and remarkable in itself. He was buried at Mawnan.

The Church built in 1662-3, at the instance of Sir Peter Killigrew, is, of course, not rich in antiquities, and such history as it possesses, together with copies of the inscriptions on the mural monuments, and those of a few of the partly effaced stones on the floor, have been already published in 1897.†

Sir Peter gave the first rector a house and garden, and presented a handsome pulpit cloth with gold fringe, and Mr. Martin Killigrew in 1719 gave two alms-dishes, thus recorded in Vol I. of the registers: "Die Dominico, Sat. 19no. die Julii Ano Domini 1719 Memorand: This day was dedicated on ye Altar or Comunion table by Mr. James Stephens on ye behalf of Martin Killigrew, Esq., and afterwards delivered into ye hands and custody of Mr. John Hawes and Mr. Nicholas Painter two Silver dishes with ye arms of ye Family of Killigrew engraved in ye middle of ye inside of each of them as a free gift of the sd. Martin Killigrew Esquire to remayn for ever to ye use of ye church of

\* Provided as a loan by Mr. F. J. Horniman, M.P. for Falmouth, in 1896.

† *The Parish Church of Falmouth*, by S. E. Gay.

Falmouth in ye Eucharisticall Worship of said Church. Ita Testor Gualterus Quarne. Rector ibdm." The combined weight of the dishes is over 82 ounces. The large silver chalice and small paten inscribed, "The gift of y<sup>e</sup> right Honor<sup>ble</sup> Cristian Countis Dowager of Devonsheir to y<sup>e</sup> New Church of Falmouth in Cornwall. An : Dom : 1663," are still preserved.

The remains of the second Sir Peter Killigrew were interred in a vault in the chancel. Of others interred within the Church the names seem to be (so far as can be ascertained) Bedford (the first rector, no inscription extant), Prowse (no inscription), Corker, Hosking, Hall, Montgomery (of Ireland), Corlyant, Bowden, Moor, Hitchcock, Buli, Falck (illegible), and later, Melvill and Coope. There is no memorial or inscription relating to the Killigrew family. The stone formerly placed over the remains of the Rev. Francis Bedford contained the following inscription :—

Rev<sup>us</sup> Franciscus Bedford, A.M.  
 Primus hujus, ecclesie pastor  
 Vir gravis pius et doctus  
 Obiit XXII die martu  
 An. Dom. MLCLXXV  
 Ætat Suæ XXXVII  
 Memento Mori

The stone was discovered under the Communion Table, on additions being made to the church, and was unfortunately broken into several pieces. A copy of the inscription was made in June, 1813, by whom is unknown.

I cannot forbear remarking here that no inscribed stones in any church should ever be removed or displaced from their original site, without communication with descendants of those they commemorate, or copies of inscriptions being recorded in connection with a numbered plan, preserved with the registers. I have

known old inscribed stones to be turned out wholesale from a church during alterations, and allowed to be broken up or used for any purpose—a deed which ought to be illegal. It is only fair to say that most modern rectors and vicars heartily co-operate in the preservation of all old relics and antiquities, and frequently initiate their careful restoration.

## CHAPTER III.

### *The Last of the Killigrews.*

THE sunshine of prosperity had long ceased to fall upon the family at Arwenack. The unhappy and childless marriage of Sir John Killigrew, the destruction of the greater part of the fine old Manor-house at the time of the Civil War, the sales and sequestration of land, the tragic death of the last son and heir, and finally the antagonism of the Corporation of Falmouth, all combined to render the place one of painful memories and experiences to the Killigrews. Even their own friends in the town turned against them, while the two or three who remained faithful were said to have been ruined. Mr. Quarme, to whom Sir Peter had presented the living, one whom Mr. Martin Killigrew described as "a Man of a Quick and sprightly genius, remarkably gratefull in all his behaviour to Sir Peter," when appointed steward to the estate, ended, as we know, in taking side with the "enemies," and the result was a long series of differences, and sometimes legal fights, between the lord of the manor, his agent Mr. Killigrew, and the leading officials of Falmouth.

To go back a little, it was, as we have seen, Sir Peter Killigrew, Knight, (the first of the name) who pushed forward Sir John's plans and undertakings, who obtained the removal of the Custom-house from Penryn to Falmouth, gave the land for the Parish Church, saw it completed and provided a rectory. The rising importance of the town was clear to the family ; they saw how







ARWENACK AS IT IS.

(From a Photograph by W. M. Harrison, Falmouth.)



the prosperity of Falmouth was interlinked with their own fortunes, and desired to select men for office among their own tenants. The charter of incorporation of 1661 ensured to Sir Peter and his heirs "all rights and profits" including markets, fairs, ferriage from Falmouth to Flushing and back, and dues from the harbour. His son, the second Sir Peter, Bart., came into £7,000 a year in money, with the estates in addition, and it was in his time the relations between town and Manor-house ceased to be cordial.\* His long absences from Falmouth have already been noted, and the hope of prolonged heirship through the marriage of his only son George with Ann, daughter of Sir John St. Aubyn, must have received a most painful shock in the son's sad death, the only child born to them dying in infancy. Common as duels were in those days, it is said the author of this unfortunate occurrence, a barrister, seemed never to have recovered from its effect and as long as he lived was oppressed with remorse. There is no doubt that for Sir Peter, Falmouth became a place of very sad memories. After so much failure in the part of his stewards it was natural that his choice should fall on one of his own family by marriage, Mr. Martin Lister Killigrew, who had taken his name on the marriage with his daughter Anne in 1680, and on whose heirs, if any, a large part of the estates were settled. In him Sir Peter enjoyed a most zealous steward, who threw his heart into his work, and identified himself with the interests of his chief so completely that he stands out a clear-cut figure, limned as it were by his own hand through records in manuscripts and comments upon all

\* The Killigrew MS. states that Mr. Corker persuaded Sir Peter to sign a bye-law in or about 1695 for the better government of the town, but on a subsequent appeal to the Courts, Lord Chief Justice Holt declared that the Charter could not infringe any man's right, nor could any corporation, by means of bye-laws.

that took place in Falmouth at that time. Many were the journeys he made to and from London, and there seemed nothing he did not look into in the town, his attitude of mind, considered in connection with that of the Mayor and Corporation reminding one of the Wars of the Roses. Strong and vigorous are the notes he made concerning leases of houses, and from the old papers are disclosed also bits of local history worthy of note.

Looking over the old lease book we find that on or before 1737 the old avenue to the Manor-house had been turned into a rope-walk, and was leased to "Thomas Deeble," who "has granted him a Liberty or Lycence to carry on his Trade of a Ropemaker in the higher gravelled walk of Arwenack next Bond's and Bray's fields and pond. Terme Twenty one years from Midsummer 1737. If the sd. Deeble lives so long, and continues the sd. Trade and if the Grantor also live so long. Full yearly value £5." Falmouth also had malt-houses, dry houses, courtlages, keys (quays), and a market house situated at Market Strand,\* and was evidently going into business. Even Sir Peter had a "fish-yard," and as late as the time of the Wodehouses, special clauses were inserted in leases binding the holders to grind their corn at the Manor mills. I may here state that at this period and for quite eighty years later, the establishment of mills, brew-houses, the making of sails and ropes,—then profitable with so much shipping in the port and employing many hands,—and trading through the tempting agency of the Packets—were occupations which chiefly engaged gentlemen of birth and education, a fact quite understood by the older residents.

A map in the Manor office of 1721, shows, says

\*On the site of the premises now occupied by Mr. Liddicoat; the old Market windows can still be seen at the rear.

Jefferey, that no house stood to the west of the Market Strand and no road was made up the Moor.

“The Great House,” leased to one Alisse (apparently) for three years for from £18 to £24 yearly value, has this note upon it: “Note. That ye above House though very large and that it cost a great sum of money ye Building yet ye same is not well contrived, but would yield better Rent were it divided into two distinct Houses.” Thirty years later it was so divided. A Captain Richard Upton rented “Arwenack House, Walkes, Orchards, and Ponds free of all ways through or upon ye same” for Seven years in 1700, “Rent £16.”

This large house must have been Corker's and formerly Rogers'—the one built by Jennings in Mulberry Square. Mr. Bryan Rogers was at one time a man of substance and owned “a Brew-house” which “stood adjacent to the street leading to Canon's Well,” near Thomas Tresahar's premises. Thomas Tresahar, of the old family of that name, held the “Windmill field,” already mentioned, a spacious and altogether un-Cornish sort of meadow, afterwards divided into four fields, and adjacent to the Bowling Green.

Since Mr. Rogers was very conspicuous in his antagonism to the Killigrews, and a prominent Falmouthian, the information concerning him, given by Tonkin, may be of interest. He says, “Sir Nicholas Slanning sold Trevoze to Brian Rogers, of Falmouth, merchant, who left by his wife, the daughter of John Tregeagle, of Trevorden,\* one only son, Peter Rogers, who, dying under age, the estate was sold to pay his father's debts to James Kempe, of Penryn. . . . The Manor ultimately devolved to Nicholas

\* In the Killigrew MS. it is stated that Mr. Bryan Rogers “came into the great house by marrying Ambrose Jening's daughter, who had built it.” He evidently married more than once.

Kempe, of Rosteague, who was the owner in 1732. Mr. Rogers gave for his arms, as deriving himself from the Rogers of Cannington, in Somersetshire, Argent, a chevron between three bucks courant sable, attired or."\*

Trevoze (situated in Mawnan) at one time contained the ruins of a large house, once a seat of the Killigrews, and it was afterwards sold to Sir Nicholas Slanning, who is said to have resided there while governor of Pendennis Castle.

The "great house," with its large wing on one side, was in existence as early as 1654, and must have been built immediately after the removal of the Custom-house to Falmouth. In 1741, Mr. Abraham Hall, the steward, wrote: "Mr. Corker's Great House is sold at Last and is bought with all ye books by Mr. Lemon of Truro, for what purpose is not yet known; 'tis certain not for his own dwelling because he has lately Laid out about £2,000 in a new building at Truro. . . . He is a Gent who has amassed a Large Fortune by Success in Tyn and Copper Workes; what price it Cost or what he intends to do with it is not yet known; he having built a very fine house at Truro, he has also bought all ye books and what furniture remained in ye house unsold." But this arrangement was unexpectedly ended. Corker had left creditors, and in 1742 a London solicitor intervened, who placed a lock on the house door, and was confirmed administrator, and the conveyance to Mr. Lemon was pronounced void, the house with the effects having to be sold for the creditor. There was a talk of putting it in repair, and a rumour that a Mr. Moore, of Redruth, "con-

\* Over some alms-houses at Cannington a stone tablet still exists with the following inscription: "A.D. 1672. These Almshouses were founded by Henry Rogers for the benefit of poor persons of the Parish of Cannington." Several families of Rogers, apparently not related, bear similar arms, with slight differentiations, and in some instances similar mottoes.





ADMIRAL WINCHESTER'S HOUSE.

cerned in ye Tyn and Copper affairs and a considerable Creditor of Corker's" intended to take it "for his Money." Mr Lemon, however, still retained the "Goods and books," for the whole of which he gave £80, although "the goods are said to be worth near half of ye money, and ye books cost little less than £1,000, nor are they at all damaged." Probably few cared to acquire such a library, and there was no competition. It is mentioned in this connection that Mr. Broad, the master of a Bristol vessel, married in or about 1744 the sister of Mr. Lemon, with the latter's consent, after which they lived in "Cock's smaller house." In 1749 Mr. Lemon bought the beautiful estate of Carclew, from Mr. James Bonython. He died in March 1760, "worth £300,000, the bulk of which, Mr. Hall wrote, is left to his grandson, eleven years of age."

Finally, Mr. Winchester had part of the house gratis for the Assemblies. Mrs. Winchester, wife of Admiral Winchester, was a niece of Mrs. Corker's.

Some twenty years later a little more information cropped up about the house, recorded by Mr. Davis, the succeeding steward. "Corker's house was sold several years ago by a creditor who seized it to one Ungar, a Dutch smuggling Captain of a Ship, who lived at Flushing, and who being since dead 'tis now held by his widow. The house has received a thorough repair and setts to 3 Tenants for about £60 a year. Ungar gave £800 for it, and about the same time bought two other houses in Falmouth. He was at last lost in a voyage to Holland, neither ship nor people having been ever heard of after they sailed from here on their Voyage." It must have been greatly neglected as Mr. Davis remarked, "I do not think that Ungar had much of a bargain in Corker's house, although it was not so ruinous as to make a thorough repair little short of a re-building. It is now let to three tenants."



After this the history of the old house recedes from view. I have found no trace of a picture of it, and it was at last pulled down in the latter part of the nineteenth century, and few can now point out the site on which it stood. *Sic transit gloria mundi!*

One small corner of land called "Clawgye" was omitted in the record, which drew from the watchful pen of Mr. Killigrew the comment, "Most of ye parish of Budock as well as ye parish of Mawnan next ajoyning, being ye Killigrew's Land. When ye sd. Lands were sold this little piece was forgott."

People seem to have leased fields as a kind of luxury. In 1727 "a Shoemaker holds two Downfields joining the Swanpoole for £3." Of "great houses" there were more than one. References are made to "Nowell's Snoxell's great house," and "Cock's Great House." Snoxell was at one time secretary to Mr. Killigrew, in London, and William Cock, son of Richard Cock, the "Tyde-Surveyor" (who married "Mrs. Margery Draper" in 1692), married Arabella, daughter of Sir Nicholas Trevanion. William Pye, who died in 1750, was Collector of the Customs and (so stated) of the Salt Tax, while Philip Nowell was in prosperous business in the town, (chiefly by the carriage of goods to and from the Packets). From this reference to size it would seem that the majority of the houses were small, rather than that the others were very big,—in fact, until late in the eighteenth century, the houses in and adjacent to Arwenack, Swanpool, and the New Streets, formed a sort of "Quality Corner," and various leading residents dwelt in what would now be considered abodes of no pretensions as to appearance. And the same was true of Flushing in its palmy days. It is recorded (1771) that "Cock's lesser house was . . . bounded to the East by the street, West by the New Street, North by Humphrey Barnicoat's house, and the



South by Cock's great house ; the street on the way to the meadow-houses called the New Street, the South by the lane on the way leading to the Swanpool." East was apparently Swanpool Street, and it seems to have been one of the (lately) condemned houses in New Street, which on the side facing the harbour is three stories high. Cock's "great house" was apparently a larger one down in Arwenack Street.

Mr. Cock, Senior, was styled "a creature of Corker's" by Mr. Killigrew, which, being interpreted, means that he was probably peaceful in disposition.

Daniel Gwyn, a Packet-Commander of early period, built over the street in 1695, calling forth an emphatic "note" to the effect that "in rebuilding his House he hath brought ye sd. House into ye street upon Pillers Several foot beyond what ye old house was." History does not record the result. Captain Gwyn was petitioned against in 1690 by Mr. John Russell, "concerning packet boats from Falmouth to Corunna," and was subsequently stated to be ruined by Mr. Corker and the Corporation. He was said—whether correctly or not I cannot say—to have been not only "agent of the Pacquets," but Collector of the Customs also. Rents were not ruinous. Seven acres and a dwelling-house near "Gyllinvase" are valued at £14 per annum.

The Russell family also come in for some smart raps. "Denis Russell, junr., 1695, . . . holds his chandler's House. Denis Russell ye father is owner of this Tenem<sup>t</sup>., Denis his son being only nominal Leasee, ye Father scorning to become Tenant in his own person, who, as well as all ye rest of his family, joyning with Sir Peter Killigrew's Enemies, oppose his interest in all things they can. . . . Note, that upon farther consideration of Sir Peter's interest I have closed with ye old Denis ye father and made use of him in Sir

Peter Killigrew's concerns to my satisfaction." This reads as though accompanied by an inward chuckle. Mr. Russell is described as the late common clerk, or town clerk, of Falmouth, in an old document. A monument to the memory of "John Russell, Gent.," (son of Denis Russell), who died in 1734, is affixed to the south wall of the Parish Church. A coat of arms is carved on the tablet. But internecine warfare between the Manor-house and the Corporation had become chronic. Among other things the Market-house much exercised Mr. Killigrew—"it being the interest and practice of all Corporations to encroach upon their Neighbours. . . . So that it is my opinion, that though this Corporation may be troublesome to any other person or persons, who might have a Sett of this Markett House, soe as to obstruct and hinder their making ye most of ye same; yet it is more for ye interest of ye Lord of this Estate, to sett ye Markett House, and ye Revenues thereof, to any other person or persons (tho at a Less value) who by his diligence, courage, and perseverance, would endeavour to make ye most of it, In despite of ye Corporation."\* I should add that Giles Draper† was another Town Clerk at this period.

And Mr. Richard Cock, the "Tyde Surveyor," (1697) inspired adverse comments about a "Watch House on ye Key,"—"it being supposed that the Builder would take out a Lease for lifes and pay High Rent as all people doe who build on ye Estate." Finally Mr. Cock was subdued and the rent was paid.

\* The market was leased by Mr. Quarmer's influence in 1693 for the second time on a 21 years' lease for £20 a year instead of £100, and on Mr. Killigrew's refusing to renew it on those terms, the Corporation became highly indignant.

† The Rev. Francis Draper (second son of Ægydius Draper) was born in Falmouth in 1660. He was Dean at Cambridge, and rector of Framlingham—no doubt of the same family as Giles Draper.

Mr. Killigrew had, however, a soft spot in his heart. For one Chastity Prust he was considerably moved, and had "some compassion to the poor woman, having bred up by her labour 5 Children"; and he gave the old Town-hall in High Street to the Corporation, and presented them with new maces which cost him £100.

The ferry was at this time rented at £3 yearly. "Note, that this has been greatly abused by neglect in soe much that at this time it is hardly worth ye above value sett upon it. Tho if good attendance were given the thing might rise to a higher value in all probability." As it certainly did not long after. Later on Mr. Killigrew's attention was much occupied with his Pyramid and his Manuscripts, one of which was written by Mr. Edward Snoxell.

The manuscript in question (or manuscripts, for there were certainly two, of which copies were made besides), was written by Mr. Killigrew, or at his dictation, as a guide for successors to the estates, and a reply to the complaints of the Corporation that they were without funds at their disposal for official purposes. It gives instances of what he considered the ingratitude or grasping methods of the Falmouth faction, and cites the following points:—That tenants of the Killigrews were excluded from the Corporation; that the latter body levied fines on those who entered into business in the town, and attempted to impose certain unjust taxations; that Sir Peter's endeavour to supply the town with water was frustrated by trickery, thereby ruining his water-mill\* and rendering his reservoirs useless;

\* These mills and mill-houses were erected about 1672 by Sir Cornelius Vermuyden (a celebrated Dutch engineer, knighted by Charles I. in 1629) at a cost of £700. The site of the buildings was thought by Mr. Jeffery to have been near the Friends' Meeting-house, at a place known as "Mill-house Row." The mill-pool became a stone quarry. The circumstances are fully related in the MS.

that vexatious law-suits, through the influence of Mr. Rogers, involved Sir Peter in the loss of £3,000; that Mr. Quarne, being corrupted by these independent Falmouthians, occasioned a loss of many thousands of pounds by leasing at too low a figure; that they wanted an organ in the church, to be paid for by poor rates from the tenants, and gave no account of the rates they collected; that they sought to ruin Sir Peter's adherents, and that endeavours were made (alluded to later) to exclude a large vessel from refitting, etc., in Falmouth, because the Corporation did not benefit by it; and finally, that certain of them helped to acquit a soldier who was tried for stabbing and killing a Dutchman, by influencing the judge and jury,—to all of which, the writer says, "I could add considerably." Both sides seemed to have had a keen eye to revenues, and neither seemed to have had any patience with each other.

On the other hand, Sir Peter was inclined to be high-handed and a stern landlord. The MS. simply states that he had for many years appealed for justice with regard to Pendennis Castle, and at last that the Government took it on a lease of twenty-one years at £200 rent per annum. This is all. But among the Treasury papers there is evidence that in 1688, with an armed force, he took Crown money, some £200, from Mr. John Kent,—the collector of the port of Penryn—for repairing the castle, (in which he confined the poor man), declaring that the King was his tenant. Then the obligations which the leaseholders were under as to grinding corn, yielding market-toll, providing capons, and paying extra rent in certain events, as well as stringent regulations about repairs,—all of which lasted as late as 1761,—were irksome, and showed that disputes were invited rather than avoided, and that the manorial claims were enforced with less consideration and sympathy for the growing little town than should have been

the case. Mr. Killigrew bore the attitude of a fighting soldier rather than a keen-sighted diplomatist, and his zeal in behalf of the family possibly did as much harm as the negligence of his predecessors. But it is impossible not to smile over some of his quaint records of grievances.

Under all these circumstances the idea of the Pyramid rose as a benignant star on the mind of the sorely-trying gentleman, and doubtless soothed his spirit. A number of letters written by him, mostly on gilt-edged paper, from 1736 to 1738, and addressed to Mr. Abraham Hall, his successor in stewardship, evince the interest he took in arranging for its erection. What would he have said if he had known that this beloved monument, solidly built of Constantine granite, would be removed twice before being allowed to stand in peace!

Directions for every detail are given, even to the providing against the "carrs breaking up the ground," and the fixing of the cramps. "Ragland must trim a thin board just to the thickness of the Lime in the joynt between the Stones, then two stones put together with that Board between, the Stone cutter workes his Cavity for the Cramp: then gitts a Cramp to fitt it," etc. "By wch means you have all your Cramps and Cavities ready at once, before you begin to Lay the Row, that is foursquare." Mr. Killigrew desired that his pyramid should have no inscription,—“not so much as the Date of the Year; Hoping it may remain a beautifull embellishment to the Harbour, Long, Long, after my Desireing to be forgott, as if I had never been,” and alludes to it as “a darling thing I am never to See.” Its cost was considerable for those, or in fact, any days—over £450, but it is very broad, and the gradual sloping off of the stones must have made a good deal of work for John Ragland, the mason.

Beckford, in his *Travels* (1787), describes its original site:—"Just out of the town, in a sheltered recess of the bay, lies a grove of tall elms, forming several avenues, carpeted with turf. In the central part rises a stone pyramid, about 30 feet high,\* well designed and constructed, but quite plain and without any inscription." It formed the centre of a grove which opened out on a clear space in front towards the harbour, and the rather townlike row of houses known as Grove Place—one of the old blunders of Falmouth from a picturesque point of view—was the cause of its first removal and the destruction of these beautiful trees. The poor monument then figured—in 1836—higher up the hill, not far from the old head of the rope-walk now no longer to be seen, and from there the railway again ousted it, and it was rebuilt in 1871 on a little green in front of the old Manor-house, the site of the old semaphore station, in which suitable spot let us hope it will remain in final quietude.

The pyramid was no doubt a consolation to Mr. Killigrew,—who paid his last visit to Falmouth in 1725,—something about which nobody could contradict him, for from his own point of view he had much to bear.

But I regret to say that even here popular opinion did not coincide with his pet project. In 1765 Mr. Davis, the successor of Mr. Hall, was fain to admit,—“The Pyramid is in *statu quo*,” (in the Grove,) “but it is now as it has always been, much ridiculed as a heavy lump of stone, neither ornamental nor useful.” However, since these words were penned a hundred and forty years have come and gone, and the Pyramid has become venerable. It has therefore the dignity of age, and is a solid memorial of its projector.

Among other tribulations, Mr. Quarme, the rector of the parish, the man he pictured as “of a quick and

\* The actual height is 40 feet, but it is 14 feet square at the base.



sprightly genius and remarkably grateful in all his behaviour to Sir Peter," had proved a turn-coat, and Mr. Killigrew accordingly described him in a later page as a "vain-glorious empty busy man." For alas! "the said Corker insinuated himself so with Mr. Quarme," that he went over to the enemy, and so did a host of others, including Mr. Daniel Gwyn, collector of the customs, and agent of the "Pacquets." Mr. Quarme, however, caught it from Sir Peter's widow, who addressed to him a "scathing letter of reproach," still preserved.

The manuscripts also detail the skirmish about the *Great Pearl*, a Dutch privateer of 50 guns, and 400 men. Stephen Read, a long-headed Quaker, had obtained exclusive possession of the benefits arising from such visitations to the harbour, and Mr. Corker, who had led the Corporation for more than thirty years, set to work to get rid of the vessel. They therefore gave out that it was infected with the plague. Upon this Mr. Killigrew "being upon the spot," went on board, and found some wounded and one hundred down "of the Scurvy, whom I took all on shore, sick and well, except the Officers; who desired to stay on board to tend ye business of the ship; ye most sick I lodged in the stable and barn, upon fresh straw, ye rest under ye hedge in the walk, some under tents of their sails, others only upon straw; when by the blessing of God, diligent care, mutton broth, water grewel, and lemons and oranges in their small beer, with a prudent mixture of brandy, and the assistance of their own two expert surgeons, I had the pleasure to see them all sett upright again." This was a double triumph of benevolence and manorial authority.

In the course of the correspondence alluded to many droll matters crop up. Colonel West, being about to visit Arwenack, with "a young Gentleman," presumably

Mr. Merrill, instructions were sent down as to due preparations, which included "the best Cook your Town affords: Some choice good Hambs and a provision of fatt chicken; . . . and if any fine Green Tea be to be had, you must Secure Some of it as what ye Col. is most nice in, and Drinking much off; Two of ye Largest Tea Potts you can borrow, He using them both at a time; Nice and knowing beyond ye common in providing a Table." . . . "If I do not greatly mistake, this flurry canot continue above three weeks, for that their impatience will be greater to git back to Bath, than it is to see Falmo."

One is almost surprised, that with all this activity of mind, and eager and minute interest in things mundane, stones and cramps, fat chicken and tea-pots, and even directions to Mr. Hall to appear to the Colonel "with a pen in his Ear"—as a sign of business,—to find Mr. Killigrew observes—"But at present the thoughts of Leaveing this World are farr from being Disagreeable to me, relishing nothing in it, and yet affected with Disagreeable Insidents happening," and that he "supports a Wretched Life," taking constitutionals in Kensington Gardens, reading "an Amuseing Book," and daily performing a "Progression of 9 Miles, 6 in a Coach and 3 on foot."

In relation to this I may remark that private as well public trouble beset Mr. Killigrew. The Eriseys—husband and wife—as we have seen had lived apart, the wife taking refuge with him, together with the only daughter. In 1701 Mr. Erisey sued Mr. Killigrew for keeping his daughter from him, but she refused to return to her father, and had left him under her mother's influence. After the trial she remained with Mr. Killigrew until she married Colonel West, who was a man of fortune. No reconciliation ever seemed to take place between the parents. Mr. Erisey died in 1759.



Perhaps it was at this time he was "upon leaving behind me something historically of the family," which resulted in the MS. already mentioned and partly published in volumes of the *Journal of the Royal Institution of Cornwall*, wherein, as we have seen, many things are set forth against the Falmouth Corporation and certain of its members.

In truth, these officials were full of the interests pertaining to business, while Mr. Martin Killigrew was pledged to the interests of "Sir Peter," who had been uncompromising as a landlord. They regarded the town from different points of view. When Mr. Bryan Rogers—who was the head of the hostile faction, and induced others "to nose Sir Peter in his own town,"—died in 1693, in greatly reduced circumstances, Mr. Robert Corker succeeded to the "great house,"—(he bought this and its contents)—"pride, and enmity to Sir Peter," and "so continued" for more than thirty-five years.

Mr. Killigrew states that the said Corker was "a poor boy kept in charity by John Newman, his mother's brother, an attorney," but like such assertions the statement is worth little, for whatever misfortune attended Robert Corker in his boyhood or affected his parentage he belonged to an ancient and landowning stock. His father was a ship's surgeon, who died leaving his little family without provision. His brother was apparently the naval officer whose monument, dated 1700, is the oldest on the walls of the parish church, and bears his coat of arms.\* Robert Corker was one of the Receivers-General of the Duchy of Cornwall, and M.P. for Bossiney in 1721 and 1728, and died in 1731. He

\* The tablet states that Thomas Corker was engaged in an expedition against the Moors in Gambia, where he proclaimed the supremacy of the British flag, and that his distinguished bravery—bought by his life—had made his name known in England and Africa. He died in Falmouth.

paved the church and chancel at his own cost, and gave a marble floor for the communion table, "rayled in ye same with wainscott," and ceiled or wainscotted the eastern end of the chancel wall. All of which are recorded in the first volume of the register as "good and pious deeds."

From one point of view we can sympathise with Mr. Killigrew. He was evidently a man of active mind and eager temperament, and greatly occupied about the matters of his stewardship, which dated from 1700 to 1735. Picture the feelings he must have experienced in finding that the inhabitants of the town established by his own family were bent upon their own affairs and blind to Sir Peter's! Had not Sir John Killigrew laboured to create a town as far back as 1613 or thereabouts? Did not the first Sir Peter obtain a proclamation that the nicknames of "Smithike" and "Penny-come-quick" should be exchanged for the older and more dignified designation of Falmouth, obtain a grant for a weekly market, and procure a Charter for the place? Had he not measured out the ground for the parish church and obtained donations from various notabilities for its erection, and assigned to the rector and his successors a house and garden? Had he not also established the custom-house on his quay, the former being "removed from Penryn to Falmouth"? Did not the second Sir Peter lose a thousand pounds over a field worth a hundred owing to the corporation, and vainly spend his money to supply the town with water, opposed both by its magnates and a neighbouring landowner? Did not Mr. Martin Lister Killigrew himself present church-plate and the Town-hall and the maces? And did he not befriend a poor shoemaker nearly ruined by the bye-laws relating to new shops? Was ever family so little recognised, or faithful steward so set by the ears? To think that the

very rector they had appointed should "in the pulpit" preach against him "and that to his face," and that Mr. Rogers should have privately proposed to his brethren to "lay Sir Peter by the heels" (in the stocks), "as Sir Peter had it afterwards from the mouth of one of them!" No wonder Mr. Killigrew's manuscript concludes with the expression of the belief that these "Lords Inroachments," unless they were brought to reason would make "Breach into ye estate to the utter ruin of it," and that on his retirement from the scene of his labours and warfare to the insipid repose of Kensington at the age of 71, he wrote that he "relished nothing in the world";\* although, by the way, even at that time he evinced considerable spirit about his obelisk. Thirty-five years of such experiences were surely enough.

The inhabitants of Falmouth were always sturdy. Cornishmen generally are. To get on with them one must adopt fraternal methods. And their staunch fidelity will be as marked as their sense of due rights is emphatic. A friend of mine once resided in a remote Cornish village. Outside a little shop owned by a cobbler she noted a stone, and imbued with a spirit of antiquarian research, she stepped inside and inquired what particular antiquity this stone might represent. "That," replied the owner with gracious pride, "be mine. It tells where my property begins and Mr. ——'s ends." Mr. —— was the Squire of the neighbourhood, his domain extending for two or three miles, and the other property was the shop. But the stone made glad the heart of the Cornishman inside. Mr. —— and his acres could get no farther!

\*Mr. Killigrew who survived all the family except his grand-nieces, died in St. James' Square in 1745. The burial of his wife is recorded in the Falmouth church register (September 27, 1727), "Ane ye Wife of Martin Killigrew, Esq." He left a will containing five codicils.

Jesting apart, there is possibly an unwritten and somewhat sad history herewith. Unlike other county magnates, hedged off by parks and many acres, the Killigrews were in close and daily contact with their tenants and lease-holders, the people of the rising town of Falmouth, who were adding to the manor revenues. Had the old-established family entered upon some genial social intercourse with their neighbours, some of whom were certainly gentlefolks by descent,—while all in such a case as this merited friendly feeling,—and created some common interests which would have sent kindly thoughts a-flowing, pride and ill-feeling on both sides would have been chased away, and there might have been less friction between the Manor-house and the Town-hall. One can only conjecture !

Since no one of the Corporation, not even Mr. Bryan Rogers or Mr. Denis Russell, sat down pen in hand to record their side of the story, we must admit Mr. Killigrew had the advantage in some respects. He told the tale of his tribulations, and his manuscripts and his letters have been printed at length and read by various persons full a century and a quarter after they were written, when none could say the writer nay, or so much as hint that there was any other tale to tell. But let us believe that he and his wife were kindly folks at heart, notwithstanding some narrowness of outlook, the last of the name to gaze through the old mullioned windows of the ancient Manor-house upon the pleasant harbour, and destined to depart for ever from the old home which had been for many a day so associated with their race.

## CHAPTER IV.\*

### *Falmouth in the Eighteenth Century.*

AFTER Mr. Martin Lister Killigrew left Falmouth, Mr. (or the Rev.) Wm. H. Reynell acted as steward to the estate in co-operation with (apparently) the Halls, both the father and son, each of whom was called Abraham.† Mr. Reynell seems to have been a nephew of Mr. Killigrew's (by marriage), the family of Reynell being of some note in Cambridgeshire. The connection of the Reynells with the Killigrews was through the marriage of Sir Thomas Reynell, of Ogwell, Knight, with Ann, daughter of Sir Henry Killigrew, of Cornwall, Knight, and relict of Sir Jonathan Trelawney.

About this date (1738) the condition of Arwenack was reported to be very much in need of repair. "The planken of ye parlour," wrote Mr. Hall, "at Arwenack is old and bad as you observed when you were here Last year; the Staircase is still worse; and ye both require new making." . . . "If a Coat of paint is added to the Wainscott round ye walls of ye Parlour it will be fitter to receive ye Lords of Arwenack another

\* This chapter is chiefly based on extracts from the letters of the agents to the Killigrew and Wodehouse families, the letters being, of course, unsuitable for publication. The extracts contain everything of public interest. Hals states: "The chief inhabitants of this town are Mr. Russell, Mr. Tresahar, Mr. Corker, Mr. Hill, Mr. Gwyn," that is, during the latter part of the 17th and earlier part of the 18th century, after which others became prominent.

† Abraham Hall, Senior, was born in 1677, "sonne of Joseph and Tamsin Hall." Abraham Hall, Junior, his son, was born in 1706.

Year." It is almost pathetic to see the wish cherished on the part of their faithful retainer that "the family" might still look upon the old Manor-house as a kind of home.

The uncle of Abraham Hall, Junior, was Captain Hudson Upton, whose daughter boarded with the Halls; she was a grand-daughter of Captain Culverden, one of the mayors of Falmouth,—(and presumably the Packet Commander of that name),—who died in 1752. He was related to Mr. Michael Gwin by marriage, and his sister (Priscilla) married, in 1745, Dr. Turner, a physician of Penryn, possessed of £10,000 and prosperous in his profession. Mr. Hall refers to himself in later days as a "bachelor," and apparently died as such in 1771. Captain Culverden won £1,000 in one of the lotteries in 1739. Captain Upton was elected mayor on leaving Arwenack, which, as already stated, he had rented.

The fate of Arwenack was ever to lose something of its old beauty. Trees were cut down in the grove, much to the regret of the inhabitants of the town, as no doubt they found the shade pleasant, and considered the trees ornamental. The pyramid, finished in 1738, reared its head proudly in the midst of it, and Ragland, the mason, considered himself a man of mark. Indeed, after this event he fancied himself equal to the construction of anything,—“making himself out to be as great an Architect as any in England, and says would his business here permit he would goe up to London and give in a Scheme for ye New bridge at Westminster.” The good man was determined not to be entirely hidden under a bushel, however, so “he has sett up over his Door in good legible Letters—“john Ragland, Architecture,”—which became a mark for jests. On being advised to blot out the last three letters of the offending word, he did it, and added “*Undertaker*,” with a hyphen







THE REV. EDWARD WALMSLEY.

between the two ! Ragland died in 1759 and his fame remained confined to Falmouth.

A wall was built round the grove, much to the delight of the steward, who reported "the Stile in, and the Rubbish Cleaned, and the Door now hanging. The whole is very handsome and from the water has a grand Look . . . There only wants a Gravell walk within ye wall and another from the Door up to ye Pyramid that the Ladies may walk dry, which the grass for some time after rain and when ye dew falls will not permit."

But visits to Falmouth were only occasionally made. Colonel West and Mr. Merrill came in 1738, and there were other visits once in a way from one or other of the family but they were brief and for purposes of business, and no ladies, as fondly hoped, came again to stroll about the old garden and gaze upon the shapely pyramid.

Mr. Walmesley, now the rector, was described as a "truly good man," and "a man of credit," but was very unhappy in his first marriage. His wife was extravagant, and brought great trouble upon him, so that they ceased to live together. He was absent for many months from Falmouth in London and Lancashire, in which county he had an estate (sold in 1739), and during his absence Mr. Stone, who was ordained at Exeter, acted as curate. Mr. Walmesley's sister resided in Lancashire ; whether it was she who subsequently came to Falmouth and married a Mr. Clarke, is not stated. But it does not seem that his means were large, and the living was at this time worth less than £300 a year. Before 1740 he seems for a time to have leased "Cock's great house," and afterwards occupied a house close to the church.

The good Rector appears to have been of an amiable disposition, if one may judge from an anecdote relating to him. A woman in Falmouth who was greatly annoyed at not being informed of an occurrence known to the entire town, encountered his dog, which

"affronted her by catching at a Chitterling she had in her hand as she was bringing it from Market," in consequence of which the weight of her anger fell upon "the parson," whom she roundly abused in the presence of bystanders. Naturally he heard of it, but "meeting her since in ye street very Civilly pulled off his hatt to her and in his easy, free manner thanked her for ye complements she had been pleased to bestow on him and his wife, which is all ye Notice he takes of it."

In 1761 he purchased an estate about five miles from Falmouth, keeping only two rooms furnished in the parsonage, when he came in for duty. His wife died in 1762, and in 1763 he married a daughter of the Rev. William Peter, who was rector of Mawnan in the earlier part of the century. There was, however, a great discrepancy in years, as she was only twenty-three, and a son born to the Walmsleys in 1764, died in infancy. In 1765 Mr. Walmesley found himself forced to apply to the Court of the King's Bench for a Mandamus to the Mayor and aldermen, commanding them to make him a rate, as the full rate was not made according to the gross rents, the latter being always estimated at less, which practically reduced the sixteen pence to tenpence.

In 1770 a misfortune occurred. His curate, a Welshman, disappeared "of a sudden" after having served the Cure about six months." It was rumoured that he was not really in holy orders, and on his credentials being inquired for, he decamped. He had been recommended by Mr. Harris, who wished to resign his curacy and happened to meet him, when the supposed curate offered his services. This created considerable commotion among the married couples for whom he had officiated. In 1790 Mr. Walmesley attained the age of eighty-five, and although he had been unable to attend the church for some two years, notwithstanding that his house was adjacent to it, he roused up during the

elections\* and posted off to Lostwithiel, forty-eight miles away, to vote. He died in 1794.

The church was an object of interest to the old family who founded it. In 1738 Mr. Killigrew seems to have arranged for a new bell to be fixed on a cupola on the roof of the church, on the top of which was to be a ball and gilt dove. The bell weighed 12 cwt. This occasioned stout resistance on the part of the Mayor, who declared that if it was rung instead of the original little bell, the sexton should not have his fees. After a time the dispute seems to have faded out, as in 1740 Mr. Hall wrote: "The hanging of ye Bell is finished. I hear it very plain as I sitt at my Desk, tho ye wind setts against Arwenack." Another gift was also given in the following year through Mr. Killigrew, "a pulpitt Cloth Cushion and Table Cloth," which Mr. Hall stated would be "very agreeable," as of the first there was none, and the second had grown very shabby. Next followed a pulpit ordered by the same donor, which was to be made by "John Rattenbury, a carpenter who understands his business." "The Cost of this pulpitt to be placed in ye midway and sounding board with hanging ye latter by an Iron Rod from ye roof Rattenbury tells me will be £35, but if placed in ye Seat, may be done for £5 less, so much being saved in ye Stairs." The pulpit was moved in 1750 during the enlargement of the church at the west end. A canopy over the mayor's seat, placed there in 1710, remained until the middle of the century, but a small pew in the belfry, and another in the organ-loft for the Arwenack servants, were abolished by the alterations.

In 1742 an enlargement of the church-yard was applied for. It was an urgent matter, but owing to the

\* Elections in this century produced great excitement, and cost enormous sums to the candidates. It was stated in 1761 that "£20,000 would not pay the expenses of the Penryn election."

settlement of the estate the Bishop declared that nothing could be done without an act of Parliament, and this view evidently occasioned great delay, and no doubt inconvenience.

In the earlier part of the century the means of conveyance seem to have been very restricted, and it was long before any regular system was established in the way of coaches and wagons. People posted, which was expensive, or journeyed in vessels, and the "tin-ships" frequently took passengers. In 1738 it is noted in May that "Mr. John Pye goes for London in ye first Tyn-ship, which"—(delightful uncertainty!)"—"is expected to sayle every day." Mr. Pye was a leading merchant of the town, but later on dwindled to being a subordinate Custom-house officer. Another of the name, Mr. William Pye, was Collector of the Customs, whose second daughter married Mrs. Hill's son Richard. The Hills were people of means. Mr. Peter Hill engaged in ship's stores and the Convoy business, and was agent to the Dutch East India Company, which gave him opportunities for doing business with all the Dutch vessels that entered the harbour. He died in 1743, worth some £30,000 "in ready money." Mr. William Pye was mayor in 1742, and again in 1745. In 1763 one Pye was mentioned as Receiver-General of the Land-Tax for Cornwall, who got into arrears for a considerable amount, involving his brother-in-law, Mr. William Hill, and his son-in-law, Captain John Dyer, who were his securities.

I cannot tell which of the Hills was meant in the following note, but it appeared (1743), that "Mr. Hill is so taken up with his hunting, fowling, and running about ye County with this good Company he keeps that tis difficult to gett at him." Mr. William Hill was mayor in 1741, and "yesterday presented us with ye Grand Parade at Church, when His Worship and his

Lady appeared in all the splendour they could." William Hill was a nephew of Peter Hill, and son of Charles Hill, so that the two brothers were established in the town.

It may be noted that voyaging in the tin-ships was liable to inconveniences, as in 1740 "One of our Tynships in her passage down was taken off Dover by a privateer."

Peter Bearslye was also a merchant in the town early in the century.

Another of the Falmouth merchants of this period was Mr. Jacob Elliot, who (1736) "has this day finished loading another Ship with Pilchards." Like many others he leased several meadows, the reason for which has never been clear to me. He died in 1740, having lost a good deal of money, and leaving a widow. James Pearce was for many years a clerk to Mr. Elliot, who was a "sworn friend to Pye and Hill." Mrs. Elliot was apparently a Gwin, her sister Grace being so named, and her brother, Michael Gwin, married into the Nowell family. Elizabeth, daughter of William Elliot, mayor of Falmouth, married the heir of Michael Tresahar, of the old family of Tresahar of Trevethan.

Among the other leading merchants at this time were Messrs Camin, Thomas Groube, and the Daubuz brothers. In 1744, Cock's "great house" was taken "for a merchant in London who is coming to settle here," and who was regarded as an important addition to the town. This turned out to be Mr. John Camin, whose goods were sent down in the spring of the following year, and who was expected with his family in May. Thus was founded the firm of "Camin and Co," and afterwards "Camin and Carne." The house in question is described as "large enough for two houses, a great Parlour, and ye Staircase being spacious." Mr. Camin also purchased Mr. John James' house in



1761. In 1765 he died, and the Carnes have ever since carried on the extensive business then established.

Thomas Groube was stated in 1751 to have "of late years outstript all our Merchants in business excepting Mr. Daubuz, by which he becomes a pretty good payer to ye Keys." He died in 1761.

The Messrs. Daubuz were brothers and partners in business. Theophilus Daubuz, of Huguenot descent, came to Falmouth about 1730-1, and lived in a house belonging to Dr. Russell, of Truro, (presumably one of the Russells of Falmouth), situated, I believe, at or near the Market Strand. In 1763 he obtained land near Arwenack, with a view of building a "handsome house, and stable, with a small garden," but possibly changed his plans, as no house of that date seems to have been erected there. Among other things Mr. Daubuz started in 1744 a privateer, but after a two months' cruise, "in which she took only two Prizes and pillaged a little Town on ye Coast of Spain, ye whole booty not worth a £1,000," she returned. This remark shows the profitable nature of privateering, and the reason why it was so much indulged in by all nations, the old raiding instincts of our forefathers not having wholly died out in the greater enlightenment of our own days. In the same year Mr. Daubuz married a "Miss Greene, a Grand-daughter of Mr. Jones,\* about half his age," who died eight weeks after the wedding. He projected a Distillery Company, the distiller being a friend or relation, but I do not know if it succeeded. One of the Daubuz family lived in Falmouth as late as 1788. Mr. Benjamin Heame, another merchant, married Margaret, daughter of Mr. John Pye, in 1728.

A man who made a considerable stir in the town and was once or twice mayor of it, was "Captain Isaac Cocart," a rather lawless person to be chief magistrate,

\* Two Joneses, of later date, however, were commanders of Packets.



for in 1739 "he hath brought in a Large parcel of Teas and other smuggled Goods." I fear he was an adept in the art of smuggling, and his history is an odd one. In early life he was engaged in smuggling, but was afterwards sent to Falmouth in a Custom-house smack to cruise against smuggling vessels, having been appointed for giving information against others, and in particular against a London merchant named Corbett, who was let in for a large sum on tobacco. Cocart made money by his seizures and then quitted the service, his endeavours to enlist Mr. Camin in his projects proving futile. His affairs seemed in rather a desperate condition, but he managed to fit out a West Indian vessel, and did well through American commissions, and in 1741 was reported to possess a good deal of money. Captain Peter Bown, the Packet commander, who had married Cocart's second wife's daughter by a former husband, helped him by recommendations to merchants in London and Lisbon, and as he became mayor of the town he must have had certain useful qualities. Cocart was no friend to the Killigrew family, which at that time was in itself a recommendation.

Another prominent man was Mr. William Willyams, (of the old family of Willyams of Devon and Cornwall), also one of the mayors as early as 1739. He was Collector of the Customs at Penryn, and was born at Gwinear about 1678. He seems to have been a man of means and is so spoken of; in 1742—"Mr. Willyams is building a new house at his Seat near St. Columbe, which finished, he Intends to quit the Town." The house was said to have cost £3,000, a large sum at that time. He also held a lease of Prisloe. In 1743 he was elected mayor rather against his will, but being desirous to "part good friends with the Corporation," he "remained in the chair, to please all parties," and appears to have left Falmouth immediately after this date. He died there, however, in 1762.

Mr. Thomas Banfield held in the 'forties a lease of the "Barr" (Bar) Mills, belonging to the manor, as well as some land near the Castle, with the mill fields. He had also mills of his own. He, however, got into difficulties and his lease of the Bar Mills was taken over by Mr. Bluett. They were sea mills which only worked with the tides, and were finally unable to compete with the ground corn despatched to Falmouth from other counties. A forlorn remnant of this old building may still be seen, and before it became too dilapidated it was frequently sketched by artists during the last century.

To the rope-walk, leased by Mr. Thomas Deeble, who died in 1742, succeeded Erasmus James, who had a relation of the name in the wine trade. Of Deeble it was recorded,—and this is greater praise than I have ever seen bestowed on any Falmouth man at this period,—that "he has Left an Universell Good Character behind him." Mr. Nathaniel Steele, a man of note in the town, was related to a third rope-master, Mr. Lazurus Steele, one of the Falmouth merchants, and mayor in 1740. In 1750 the rope-walk was assigned to Mr. Lazurus Hingston, a son-in-law, who in 1788 was said to have been "ruin'd by one of those great adventurers in the Cotton Trade," for whom he had endorsed bills to a large amount. Later on, after the death of James, Mr. Steele engaged a foreman to carry on the business until the son of the former was old enough to attend to it. All that now remains of the old avenue is once again restored more to its pristine condition, and the picturesque old sheds have been removed. None of the original trees in the old avenue are now standing. Many were destroyed in a great storm in 1703, and in 1758 (March 9th), forty-two trees were blown down around the Manor-house, of which thirty-six were large ones. In 1764 a violent storm uprooted

ten fine elms, and in January of the following year several others were blown down. In 1790 more trees were demolished during December gales, and of some that remained it was noted "many of them are from Age and the Shallowness of the Soil now actually Dead on their Leggs."

Mr. Michael Gwin \* (referred to elsewhere), was an active member of the Corporation, but gave up all connection with it for family reasons. He was engaged in business in the town, owning two or three houses and the usual "cellars," and leased some land in the country. But he died in 1758, without leaving much provision for his family. He was connected with the Nowells. The name of Noell or Nowell appears very early in the Falmouth register, the first entries being in 1668, *et seq.*, when the baptisms of the children of Roger and Elizabeth Nowell are recorded. Philip (apparently the Philip born in 1676) who was son of Roger, was the father of Michael Nowell (born in 1735), who became a well-known figure in the town and neighbourhood. Mr. Philip Nowell, who married the sister of Mr. Michael Gwin, already referred to, described by Gilbert as "the heiress of Gwinn, an ancient Cornish family," was in some business in the town of Falmouth, which brought him a fortune, and his son Michael preceded Mr. Russell, (of Exeter, the well-known owner of wagons), in the carriage of goods to and from Falmouth. Good fortune attended them. Mr. Michael Nowell was mayor of Falmouth for one or two years and was also elected sheriff in 1786, and in that year, on August 25th, he received the honour of knighthood. This arose from his presenting the county address to George III., on

\* The names of Gwyn, Gwin, Wynn and Winn appear frequently through the parish register; the first two seem Cornish, the second Welsh, and the last name is, I have been informed, of Irish origin. The names seem to have been borne by distinct families. Mr. Wynn, of the Royal Hotel, introduced gas in Falmouth.

the escape of the latter (on August 2nd) from the assassination attempted by Margaret Nicholson. He married a daughter of Mr. James Macarmick and sister of General Macarmick, but died in 1802 at the age of 66 without descendants. His sister married Mr. Usticke (possibly the one who leased land for a brewery, near the place formerly owned by Bryan Rogers), and had two sons and several daughters, and of these the Rev. Stephen Usticke became heir to his uncle, and inherited the estate of Penwarne, previously purchased by Sir Michael. He died in 1823, aged 71 years. From an allusion to "Nowell's Snoxell's great house" (*i.e.*, occupied by Snoxell first and Nowell afterwards), it would seem that Sir Michael Nowell occupied a large house in one of the Falmouth streets, where he lived at the time he was Sheriff. Although one of the Ustickes (an old Cornish family), resided about this period in Falmouth, he can hardly be called an old Falmouthian. The Rev. Robert Usticke was a brother of Stephen, and one of his sisters married Captain Peters, R.N., stated to have been in the Packet Service. The names of Nowell, Nowell-Usticke, and Peters became very familiar many years ago in connection with Penwarne.

The Bells (George and Stephen, father and son), as Packet Agents, resided in Falmouth for many years. In 1742 a young son is mentioned as being born to one Captain Bell and his wife, and in the following year Mr. George Bell is spoken of as "son-in-law of ye Agent Banfield." He succeeded Mr. Banfield in 1747, and his son Stephen was appointed in 1776. Mr. Bell, Senr., agreed with the Manor steward to give £500 for a house, but in 1764 he bought the house of the late Mr. William Pye, and this is probably the one still to be seen in "Bell's Court," one of the most picturesque bits of old Falmouth. The inscription on the back of Opie's portrait of Henrietta, the daughter of Mr.

George Bell, to the effect that he "brought the Packets to Falmouth," is somewhat inaccurate, as Falmouth became a Packet Station some sixty years before his appointment. He was probably instrumental in increasing the fleet. Mr. Bell died in 1775, and Sir John Wodehouse showed his son Stephen great kindness, as referred to later on.

In 1743 Mr. John Sandys, who held an appointment in the Custom House, died, and Mr. Richard Sandys of St. Keverne, who "served a clerkship with Mr. Webber" (who was, I think, a man of law at this time), became "a young attorney set up here." The Sandys family were for many generations landowners at St. Keverne, but the name occurs in the Falmouth register in 1697.

Mr. Cock and his house, elsewhere described, which seemed in great request as a residence, were both conspicuous in Falmouth in the early part of the century. Captain John Sadler, Commander of a ship (unknown), formerly a Quaker, but baptised in 1705, and who died in 1742, married one of Mr. Cock's daughters, and was "Captain of an Invalid Company of Soldiers at Plymouth."

One of the Hawking family was Clerk of the Assize in 1740, and a note was made in the following year to the effect that "the late Greate Mr. Hawking" had left an annuity of £60 a year to a poor relation of the name. He was trustee on Mr. Bassett's will. Another of the family was a land-surveyor. Again, mention is made of the "Great Mr. Heame, who had lately been disappointed of a large Estate in Land and money" (expected from a relation), and these notes enable us to guess as to those, or most of those, who took a lead in the town.

Samuel Tresidder was the wharfinger or quay-master on the Killigrew quays in 1740, a post which

must have demanded considerable discretion. In 1772 "he hath talked of resigning his office and living in the Country where he hath expended a considerable Sum of Money and made a very convenient Habitation for his retirement. It is his Province to overlook all matters at the Quay, to receive all Duties for Quayage, Cellarage, and Groundage. It is a post of great Confidence and Import." The country dwelling was at Treganiggy. In 1766 a misfortune befell the family, as his father (apparently), Samuel Tresidder, was drowned in Mylor Pool in the month of October.

The name of Gwennop frequently occurs. John Gwennop died about 1752, leaving two sons, one of whom lived with his sister, their aunt, Miss Gwennop, while the other was "a Lieutenant in one of ye Fleet with Admiral Cornish, his kinsman."

About the middle of the century another of the Falmouth merchants arrived, Mr. John Hooton, who established "a Warehouse of Manchester goods and trades otherwise." He was said to live in one of the new houses.

Another name, that of Courtize or Courtis, is to be found in the earlier portions of the register, some apparently being then in an obscure position. It is probable that this was a branch descended from the Lostwithiel family of whom Gilbert says in his *History of Cornwall* that John Courteys was member for the borough in 1363, and that in the church there is a brass containing a figure of Tristram Courteys in armour, who died in 1423. He was a grandson of Ralph Curteys, temp. Edward I. He adds that "this family which had married an heiress of FitzWalter, and a co-heiress of Somester, appears to have experienced the instability of all human affairs, and though some of its descendants may still exist in different parts of the county, yet they no longer sustain their former dis-



tinguished situation." The coat of arms is recorded. The family seems to have declined in the seventeenth century. A family of the name of Courtis, however, in which the names of Richard and Edward were still persistent, attained considerable wealth in Plymouth through succeeding to Mr. Russell's great "carrier" business, and some of them resided in Falmouth for many years.

Mr. Richard Southwell Courtis was several times Mayor of Falmouth in the early part of the last century, and one of his daughters married into the Symons family of Hatt, another into the old Cornish family of Jago, etc.

None of the once well known Hocken family are now known in the neighbourhood. A tablet in the Parish Church with a long inscription records the decease of Joseph Hocken (Mayor of Falmouth, some year or years in the latter part of the eighteenth century), and his wife and children ; one of whom, a daughter, named Augusta, married Lieut. Hill, R.N., Commander of H.M. Packet *Rinaldo*, and another, Captain Farnham Williams, of the Royal Cornwall Regiment. Captain Charles Augustus Frederic Hocken, 5th Bombay Cavalry, of Exeter, is a descendant of this family.

In 1789 Mr. John Bunny applied for a lease of an acre of land in the Bar lane, where it seemed there was a house, barn, stable and orchard, all for £7 per annum. Here he must have dwelt many years, as the place for full sixty or seventy years after went by the name of "Bunny Hall." A Mrs. William Wills is mentioned in the same year as owning "Gillanvase House, orchard and garden."

One of the Mayors of Falmouth, in 1799, named Hambly, who amassed a considerable amount of money (which he afterwards lost), in trading through the Packets, seems to have been a "character," adopting



strong republican and revolutionary principles, which the condition of a time which witnessed the French Revolution of 1793 no doubt fostered.

Of Richard Pidgley, whose portrait hangs in the Municipal Chambers, there is little to relate except that he was a banker and "sometime Recorder of Falmouth." He died here in 1802, aged sixty-two years. Mr. Pidgley left £5 per annum for a thousand years to the poor of the parish. He is mentioned in 1775, so must have resided in the town for a considerable time, holding property in Mulberry Square, or, as it was frequently called, "Corkers Court."

Many other names appear in this century in the Parish Register:—Curlyon, Downing, Tresidder, Michell Spry, Symons, Cock, etc., some of which are of an earlier date.

The three leading Government officials of the place seemed to be the Collector of the Customs, Collector of the Salt Duties, and the Agent of the Packet Service.

In 1666 the burial is registered of Mr. Ambrose Jennings (no doubt the first), Collector of the Customs, followed by that of Mr. William Penleaze, Controller of the Customs. The next Collector was Mr. William Pye, known as "Mr. Collector Pye," who held the office from 1710 until his death in 1750. He was born at Creed, in 1685. His uncle, Anthony Pye, was Archdeacon of Cornwall, and his son William, rector of Truro. It was recorded at his decease that "the Collector of Customs died having held that office forty years and behaved in General therein with Candor to ye Subject and justice to ye Crown." His successor is Captain Masterman Clies, who was "commander of one of our Spanish Packet Boats," and "has been since a magistrate in Truro." He held the office for some little time when Mr. John\* Arundell of Helston,

\* Robert is printed in Vivian's *Visitations of Cornwall*.

surgeon R.N., succeeded him and died suddenly in 1766. His daughter, Jane Arundell, married one of the St. Aubyn family in 1774 at Falmouth. Mr. Bawden, formerly a Landwaiter, was then appointed, who probably remained in office until Mr. Samuel Pellew, the brother of Sir Edward Pellew, became Collector, so remaining until 1833 or later. In 1788 Mr. Pellew is referred to as being "expected here every day with his new Commission of Reinstatement." Mr. Rowland Platt was Controller of the Customs in 1776, and Mr. James Laffer was Deputy-Controller in 1790, but whether earlier or not I cannot say.

In 1774 Mr. Richard Davis was Collector of the Salt Duties, remaining such until his death in 1790. Thomas Shuttlewood was Assistant-Searcher in this department in or before 1758. A note about "Collector Lovell," who is named as living "at Penryn, there not being a house fit for him to be had in Falmouth," gives no explanation.

With regard to the Packet Service, interest was frequently invoked in behalf of the appointment of Agent. Mr. Davis penned the following interesting letter to Sir John Wodehouse\* in behalf of Stephen Bell in 1775: "Dear Sir, The Gentleman who delivers this Letter to you is the Son of Mr. Bell, Agent for the Packet Boats at this Place, a Tenant and steady Supporter of your Interests. He has asked me to give him a Letter to you requesting your Interest in Support of an Application he is now about to make to ye Post Office for the Succession to his Father's Post who being old and gouty is anxious to resign in Favour of his Son. For this Purpose you will also receive Petition from some of the principal Persons here, one of whom, Mr. Bown, was the means of bringing all the Lisbon ships trading with America to this Port to discharge their

\* Sir John Wodehouse was born in 1741 and elevated to the Peerage in 1797.

Cargoes, according to ye act of Navigation. As it is in the Power of the Agent resident here to be of Great Weight in the Town, which indeed in a great degree depends upon the Packets stationed here, I have no doubt you will see the immediate propriety of giving Mr. Bell a kind Reception on this Occasion, though I have already prepared him for your Disinclination to ask Favors of Government, by telling him that you had never made any Application even in your own Affairs, and had asked but a single civility and that a Trifle, of the Chancellor, your Relation.

“You will observe in your Rentals that the Agent has a House allowed him gratis, in consequence of his being thought a material Man, and I Understand that formerly there have been many Attempts made to secure the Interest of that Officer by your Opponents in this Neighbourhood. Apart, however, from this consideration, you will find Mr. Bell a modest, sensible, well-disposed young man, and if I am not mistaken in my judgment, of very good Behaviour.”

Three months later Mr. Davis wrote :—“During my absence very little material hath happened, except the Death of poor George Bell, Agent for the Packets, Father of the young Man to whom you showed so much kindness, for which he and his friends are greatly obliged to you. Lord Despencer’s\* Letter is surely a favourable one, and there is hardly a Doubt but Mr. S. Bell will succeed.” Mr. Stephen Bell was appointed in 1776. Captain Bell, a relation, married (secondly), a daughter of “Mr. Agent Banfield,” the predecessor of the two Bells. Mr. Stephen Bell, and each subsequent Agent, held the additional office of Postmaster, but the official rank of each was Agent of the Packet Service, and in the nineteenth century the two office-buildings were distinct, the Post Office, under the care of a

\* Postmaster-General.





BELL'S COURT.

deputy, being in the town, and the Packet Office near the Custom House Quay.

A mail coach was running to and from Falmouth in 1788, but documents were sometimes packed in boxes and despatched by wagons or ships, owing to the heavy charges for postage, which increased according to distance. Postal facilities in Falmouth were still of a somewhat primitive order. In 1789, Mr. Davis penned the following note:—"We are strangely Embarrassed by our Capricious Post Mistress, who Shutts up the Receiving Box as soon as the Post arrives, so that tis impossible to return an Answer to Letters in the Ev'ning which sets out at Six next Morning, without paying her one penny each Letter for taking them in. And she also exacts a fee of one Penny for the Delivery out of each Letter on Arrival if the Post don't come in time enough to deliver them out by ten o'clock. . . . If this Perplexity lasts much longer I shall be under the Necessity of laying a Complaint before the Post Masters\* for removing this very Inconvenient Grievance." It looks as if the good woman considered the bustle of an arriving mail sufficient, so that she would not attend to an out-going one without special fees! This—in addition to the postage.

The old post office used to be in what is still called Post Office Yard; and Bell's Court, where the Bells resided, was adjacent to it.

As we have seen at this period the Agent was provided with a house, a privilege which the Collector of the Customs considered unfair, and, as he was a person who could make things inconvenient—(as the following record shows: "The Collector of Customs desired to have alterations at the Quay or should *apply to have the Custom-house at Flushing*")—it is quite likely he obtained a concession of some kind. In 1785: "As

\* Postmasters-General, of whom there were two.



the Collector mentioned with some Warmth that he had as good a claim to have a House rent free as the Agent for the Packets, it may be suspected that the cause of this talking of the alterations was not entirely a public one." The Agent in 1790 also wanted repairs done to "the House given by the Lords for the Packet Agent's residence rent free."

No wonder the Agency was rather in request! In 1740 Mr. Abraham Hall wrote concerning a "certain merchant who removed from Falmouth to Penryn" that he had "a great inclination to ye Agency of ye Packquets, a post which his good services give him hopes of acquiring." He was relying on electioneering interest no doubt, but evidently he did not succeed.

About the middle of this century, the Rev. John Penrose, of Falmouth family, and born in 1713, Chaplain to the Bishop, was appointed Vicar of St. Gluvias. He married Elizabeth, daughter of the Rev. John Vinicombe, of Exeter, and died in 1776. His youngest son, who was born at Gluvias in 1759, became a distinguished officer in the Navy, and fought under Lord Exmouth. His biography, together with that of his brother-in-law, was published by Murray in 1850, entitled *Lives of Vice-Admiral Sir Charles Vinicombe Penrose, K.C.B., and Captain James Trevenen, by their Nephew, the Rev. John Penrose*. Portraits of both are given, and the fine, open, English face and bearing of the Admiral seem to convey that he was a natural leader, born to success. He died at Ethy, near Lostwithiel, in 1830. His eldest daughter, Elizabeth, married in 1819 Admiral Coode, of Cornwall.

In doctors Falmouth by no means lacked. In 1739 Mr. William Price, a surgeon, or "chyrugien," as the profession was sometimes described, resided in Falmouth, followed in 1741 or earlier by one Oake, an apothecary, who also acted as surgeon. Efforts were



then made in this year to establish a Dr. Cunningham in the town, who was guaranteed by subscriptions for twelve months, in return for which he was to attend professionally on the subscribers when required. But the project failed, and he left to settle in Northamptonshire. About this time there were many sick and wounded prisoners of war. In the autumn of 1744 Mr. Pender (who "served an apprenticeship with Mr. Price") was appointed agent to "ye Sick and Wounded and prisoners of War here, which he enjoyed peaceably as a trifling post till now when there being something to be got by it, Mr. Hingston of Penryn, son-in-law to Nathaniel Steel, has put for it." Mr. Pender had to give up the office, through borough interest, although he had "proved himself as good a surgeon as any in ye county." Finally, Pender was continued agent for the prisoners, and Hingston was appointed for the sick and wounded. But Mr. Pender's term was of short duration, as in April of the following year he died of a fever, "whereby we lost the best surgeon in our Neighbourhood." This fever carried off many others.

Someone named Mélon seems to have been one of the earliest surgeons, and there was another named Thomson. Dr. Turner, who resided in the first instance at Arwenack, has been already mentioned; and a "chyrurgeon," as described in the register, also lived in Falmouth—Mr. Richard Buckley, or Bulklye.

In 1766, Mr. Joseph Fox, a new surgeon, took a small house in Porhan Hill "for harbouring Sick Seamen and other poor patients, which is better than to have them in ye town." This was a praiseworthy effort. Something of the kind had been attempted before, as a "hospital" is mentioned in the first decade of the 18th century. Another surgeon mentioned in 1767 was Mr. Joseph Lillicrap, and later on, in 1773,

Dr. William Meagher is mentioned as a leading physician.

With regard to these prisoners it seems that in or about 1744 "John Gwin's old Meeting-house in Porhan Hill" was used. They were also imprisoned for a few days in the Town Hall, and "Cellars at Penryn" were subsequently fitted up for them. Kergillick, Roscrow, and Meudon were also used as French prisons. The Mayor had to join the Admiral Commissioners in examining the "persons brought in from the prizes," and thus to be chief magistrate became a rather unpopular office.

Shipping slowly increased and the pilchard catches were at times very large, creating an extensive business entered upon by nearly all the merchants. In 1739 it is noted, "We have two Carolina Ships in ye peer, entering their Cargoes, one to Mr. Hill and the other to Mr. Heame." And in 1740, English, French, and Dutch ships came in to load pilchards, while other vessels were on the way. "The fishermen had extraordinary success all along ye Coast, there being upwards of 20,000 hogsheads of pilchards taken; all ye cellars in Falmouth are full. Some are sold at twenty shillings a hogshead, besides 7d. allowed by ye Government on ye exportation which is a good price." In 1789 the pilchard fishery dwindled very greatly, and it is noted with regret that "formerly 20,000 hogsheads were shipped from here at 2d. each, and cellarage 2d. more, but now we can't rise to 2,000 hogsheads." But in 1790 came, "Large pilchards catches again. They had failed for many years."

The condition of the town could hardly have been satisfactory in the earlier part of the century. Rough cobble stones were laid in the street, and each householder paved before his own door, which resulted in a very uneven footway. The refuse was left in heaps

along the street, and only cleared away once a week. This, with other insanitary conditions, produced the outbreaks of fever which were complained of at times. Thus in 1742, "A bad kind of feaver is very rife." And again, "Small pox rages among us, and for four weeks we have had one or more funerals a day."

A large number of the smaller houses were thatched, and many of these having been built in the previous century were full of old beams and timber-work, which fell an easy prey to the flames when a fire broke out anywhere. Some of these thatched houses stood until the end of the eighteenth century.

Falmouth was not lacking in excitements owing to these disasters. In 1741 Mr. Daubuz's house was burnt and the fire consumed two adjoining dwellings. Mr. Daubuz and his family had to fly into the street almost unclothed, and saved nothing but a bag of money which lay upon a desk in the counting-house. All the old portraits were destroyed. The efforts of a small fire-engine from the Castle and the pulling down of another house prevented the fire from extending further.

One of the most exciting events of this kind was a fire one Sunday afternoon in April, 1745, which raged on a West Indian ship, laden with rum, sugar, indigo, and cotton. She lay off Flushing, and owing to the carelessness of two boys in the gun-room, an explosion of powder took place. The boys and a passenger were killed and others seriously injured, and the ship burned until nine o'clock on the following morning. As her guns were loaded it was feared the town would be bombarded, but all the balls except one went over the houses, and this one lodged in a wall in a courtyard without doing any damage. The escape of the town was due to the fact that as the fire proceeded, the timbers gave way, and the mouths of the guns became elevated at too high an angle to do any injury.

In August, 1788, a bad fire occurred at a house in the occupation of Captain McDonough of the *Tankerville* Packet, opposite the Fish Strand. It belonged to Mr. Peter Hill and his sister Jane for their lives. The fire extended to Mr. Hocken's house, next door, and he had just time to escape with his wife and a servant. Both houses were destroyed, two more were damaged, and four men lost their lives owing to the floors falling upon them. The grave of one of them is on the higher side of the church steps leading down into the street, the slab being inscribed: "Richard Green, killed at the dreadful fire in this town on the 16th August, 1788." Captain McDonough was at his house at Mylor for the summer, but he had been in town on the evening before the fire took place. Whether he left the house open or not is unknown, but there was evidence of wilful incendiarism. Rewards of one hundred guineas, offered by the Mayor (Mr. Joseph Banfield), and another hundred by Sir John Wodehouse and Mr. Robert Bathurst, produced no result, and the evil-doer escaped punishment. Captain James Bull had a lease from Miss Hill of Captain McDonough's house, "standing to all damages in case of fire," and the lady in question offered him the premises for an annuity for life, to which he agreed on receipt of the insurance money from the tenant. Mr. Hocken decided to rebuild a good house or houses for about £1,000.

Two years later, in 1790, another very serious fire occurred, as described by Mr. Davis in the following words: "April 5th. I have now to communicate to you a very dreadful Fire which happened by Accident about 4 o'clock this Morning, and began in Mr. Rumbelow Vivian's tenanted house, consisting of five or six habitations with their Families, Situate the next door to his own dwelling-house; the flames immediately communicated to his, and having just time for

himself and family to make their escape, destroyed Every Article in it except a few Papers." . . . "His Money, Plate, and all are gone, and to a large Amount his next house" (the other side apparently) "is the same in ruins." . . . "The wind being Strong at East, the opposite side of the Street took fire," and burnt several houses entirely down. One was torn down to stop the progress of the flames. There was great distress in consequence.

A fire-engine seems to have been kept at the Castle, and two engines at the Market Strand are mentioned in 1765, while Mr. Merrill and Colonel West had also provided a small one for inside use ; but without water pressure the process of extinguishment must have been very inefficient. I believe that long after this date a chain of men used to be employed constantly passing buckets to supply the hand-engine, which must have been a slow and laborious task.

Nor were these the only alarms. Falmouth was unprotected, and there was always the fear of invasion, which indeed existed throughout the eighteenth century. In 1743, on February 14th, such an alarm took place, recorded by Mr. Hall : "I doubt not you'll have heard before this can reach you of ye French fleets having been off our harbour last Tuesday, of which an Express was Dispatched, and which putt our people into no little Consternation. We are now all Quiet again, but must expect many such alarms in case of a French war which seems not far off." Next year the Corporation petitioned for soldiers, and one hundred and twelve arrived. The people of the town also subscribed towards Cornish regiments for the defence of the county, and also of the town, and one hundred of the inhabitants took up arms. At this time the Stuart rebellion was in operation, and the various counties raised regiments for the defence of king and country.



In 1759, the people of Falmouth were again in great apprehension from the French, and "some are packing up their Valuables if an Alarm happens." They had reason; some hundreds of French prisoners were in Falmouth, and there was "no ship of war to guard the coast."

Many years later, in 1779, Mr. Davis wrote: "The English fleet appeared off this harbor, Tuesday evening, the 31st of August," and went up towards Plymouth. "Next morning, September 1st, appeared the French and Spaniards. To-day, September 2nd, the enemy's fleet is out of sight, but we expect to hear of an Action every Hour, as the two Fleets are only about six Leagues distant from each other."

Then, in 1781, it was noted (November), that, "A Packet is come in from New York, which tells us that our Fleet is gone to meet the French, tho' they are of Sail of ye Line stronger than we are. No bad News of Lord Cornwallis, so we live in Hope."

The press-gang occasioned great local commotions. In 1740, "the Mayor had ye week before Last a very warm Tongue Engagement with a press Officer who Impressed a Townsman without having first applied for leave to his Worship. There was much Noise and high threatenings on both sides, but ye officer carried off his man." Fifty years later, in 1790, the press-gang was still at work. "The Naval officers," (Captain Beans and Lieutenant Gaydon), "with a Sloop of War and two Cutters with a Regulating Captain on Shore, have been for some time past on the Impress Service. They have procured a Great many fine Fellows, Some Press'd, and others Entered, but it's rather unlucky the Peace of this Kingdom should be disturbed at this Juncture." For trade was improving at Falmouth as well as elsewhere. The rough ways in these directions may be illustrated by the fact that a man was tortured to death at this

time in Winchester under the pretence of keeping up discipline in the army.

Disputes were not confined to the question of pressing men for the navy ; and sometimes words came to blows among the townsfolk. In 1741 a lively account is given of a quarrel between two of the town worthies. " Poor Newman has been much beat by Mr. Hill, but at Last turned upon him, and lett him know what it was to be beat, for he knock'd him down by a blow in ye face with ye great end of a Scrubbing-brush, such as we use here for mopping roomes with long handles."

Another feature of the place—all Cornwall in fact—was the practice of smuggling. It was by no means confined to Captain Cocart, although he had certainly made a business of it. And the good folks of Falmouth were very adroit in evading the Custom-house officers. An amusing story was told of Mr. John Pye, who stopped a man in the street carrying a barrel of raisins, demanding where they were obtained. The man replied that he bought the barrel from a boat at the quay, where a sailor had several to sell. So Mr. Pye hurried off to secure a large haul, and found nothing but a disappearing and empty boat, while the owner of the barrel had vanished.

In 1762 (September), quite an exciting occurrence took place. " We have had here for ye last fortnight three East India ships from China, which are draining the Town and Country of all the loose money that can be scraped together. Many a good thousand pounds in ready Cash will go with them. Hundreds of horse and foot from Country twenty miles round have been fleeing to Town every day,—Knights, Squires, Gentlemen, farmers and Tradesmen,—with their Wives, Daughters, Sisters, Nieces and Cousins, who all go on board and buy, some more, some less, according to their Cash. The Officers of ye Customs have been



occupied enough." . . . "The three Indiamen Sayled the 4th Instant, under Convoy of a 50 Gun Ship of War which Came from Plymouth to fetch them. . . . The goods bought out of the Indiamen are not part of their Cargoes but the private Adventures of the Officers and Seamen, and are all Smuggled ashore. These Goods are Silks, Muslins, Dimities, China, Tea, Arrack, handkerchiefs, etc. It is thought there are not less than 20,000 pounds worth of such things left among us from the three last ships. The captains and officers are allowed large priveleges, and there are ways and means of dealing with Custom-house officers, well known to those who deal in Uncustomed Goods. The week after ye Ships Sailed I could not gett a bill of Exchange from any Merchant in Town; you'll perhaps infer from hence that our Merchants Smuggle, and you may not be mistaken if you should."

Tea at this period seemed fairly plentiful if expensive, since it is observed: "Tea may now be called one of ye necessaries of life, for the lowest servant in a family insists on it, and stipulates for it in making his or her bargain." Previously, a tea-party was an event, and cups and caddies were of miniature size.

Again in 1765 a similar scene took place. "We have had here a homeward bound East Indiaman for a fortnight, which brought us from all parts, horse and foot, by hundreds every day, and brisk trade has been carried on aboard, although she was attended by two King's Cutters, the Custom-boat of Falmouth, and Penryn, and St. Mawes, and the last five or six days by a vessel from ye Excise, sent down from London to wait on her Captain, which amongst them have made several Seizures."

But what could be expected when laws were harsh, and privateers went about, and it was everybody's business to catch what he could? Everyone thought it fair





Schooner—12 Guns, 80 Men.

Packet—6 Guns, 36 Men and Boys.

THE WESTMORELAND PACKET (CAPTAIN WOLFE) BEATING OFF A FRENCH PRIVATEER, NEAR ST. EUSTATIA.

play, and the obliging steward of the Manor-office himself, who had ordered two dozen hams from Portugal for "the family," thus recorded the matter: "Twelve of the 2 dozen Hambs came from the Lisbon Packet boat, and the rest are expected . . . for as they are lyable to the Seizure of ye Custom house officers, a greater number by one ship would be in danger. In like manner I must send them to London in our Tyn Ships. . . . and the best Way to have them Safe, I believe, will be to Send a trustey Servant for them, who will Consult with the Captain on ye *safest means of escaping ye Officers.*" Who could resist Lisbon hams at "sixpence or ninepence a-piece"?

Of course the "Packets" were in it, for a time at least. In 1739 a note occurs relating to them and affairs in general. "The Approaching Warr has occasion'd ye number of hands aboard our Pacquets to be Increased from 14 to 40, which brings many Saylor's to Inhabit ye Town and help out ye Owners of ye poorer Sort of Company. . . . As to things in Generall with regard to the Estate and people, in particular whether ye Town seems to be in a thriving condition, whether we have a prospect of getting off our old houses upon Lease, whether we are in danger of having any more going to ruin or bad condition, whether from the Situation of publick affairs we may expect anything good or bad, etc. The Town seems to be *in statu quo*, Trade little, money scarce, a plenty of Smuggled Commodities, and a numerous poor. . . . There is something to be hoped, past experience teaching us that the Town will flourish in a French war, and to me there appears little doubt but that this must be the Consequence of a rupture with Spain." Then follows, "Captain Clies is actually Exchequered on account of ye Goods imported by his people."

In 1743 things came rather to a crisis. "The Commissioners of the Customs are making Sad work among

our Shopkeepers and Pacquets people, and seem Determined to break ye Neck of the trade Carried on in these things, which I apprehend will be an Ugly thing for the Falmouth people, this trade being ye Best Support of our Shopkeepers who send over Great Quantities of Woollen Stockings, hatts, Pewter, and other Goods to ye value of some thousand pounds by ye Saylor for Sale, upon Getting a Certain price upon ye Goods to be paid for when sold (what the Saylor make beyond ye price Sett being their own), and if not to be returned. The Saylor on receiving ye money for ye Goods at Lisbon Lay it out in wines, Sugars, fruit and divers other things which they sell at an Advantage when they come home, and so pay the Shopkeepers either in money or in such Portugall Comodities as he Deals in. This trade being prejudiciall to ye Wine Merchants at home and ye English factory at Lisbon, Complaints have been frequently made on it to ye Commissioners of ye Customs who on such occasions use to reprimand their Officers here and in Consequence of that a Pacquet on arriving would be rummaged and stript of whatever Goods were found in her. Upon this ye Shopkeeper whose goods happened to be brought back unsold and to be Carried to ye Custom-house with ye rest have usually petitioned ye Commissioners for a return which has always been granted, they, ye Owners gratifying ye Officers who seized them, but this is now refused and Severall bales of these Goods bro't ashore from ye Pacquets of late, are ordered to be condemned. The Ships are most strictly Searched, and ye Captains threatened with prosecution, and ye Exchequer against one of whom, Clyes, a suit is Actually begun, upon an Act of King Charles ye 2nd, which prohibits ye Importation or Exportation of goods, without a Lycence from ye Commissioners of Customs, in ye Packquets, under a Penalty of a £1000 on ye Captain, Loss of place and

forfeiture of ye goods. The Captains tho' not much Concerned in ye trade itself find their Account in it, for as they are under Contract with ye Post Master\* to provide Ships, men, provisions, and wear clear for so much a Quarter, they have Saylor's at low wages, and allow them no Victualls while in harbour, by which Last ye Captain pockets  $7\frac{1}{2}$ d a day, (ye Government allowance), for each man during that time, whilst ye Saylor Man makes himself amends by his profit."

It was truly observed (1758), that "long service in Packets goes for nothing without Interest," and that "the officers and men must smuggle or they can't maintain their families."

The system was a very complicated and badly arranged one, and efforts were made by outsiders to make money by speculating in the packets themselves. For instance, in 1793 two West Indian packets were contracted for with the Postmaster-General by Mr. Lewis, "a London Merchant, who is to provide the ships with Captains, men, victuals, and everything, for which he is to receive from the General Post Office £1250 for each ship. He makes as good a bargain as he can with Captain and men. On the Lisbon line the Captains themselves contract. New York and the West Indies have always been taken by Merchants in London. Some think the price too low to pay."

That many of the Captains disapproved of the contraband trade as no part of their legitimate work, is, however, evident.

In 1788 a great dispute arose in which the Captains were arrayed against the men. (May 10th). "There has been a great Disturbance amongst the Packets folks, owing to an agreement lately enter'd into by the Captains who have Resolved that the Seamen shall not henceforth carry out any more than a Bushell of Potatoes

\* Postmaster-General.



each man, nor more than one Cheese to each mess of Four men, nor their Chests for holding their Cloaths of a Greater Dimension than 3 feet in Length by 18 inches in Breadth and Depth in order to prevent them from purchasing abroad any kind of Goods which may subject the Ship to Forfeiture. This arose from the *Queen Charlotte* Packet, Captain Clarke, whose ship is now detain'd at Jamaica under prosecution for some of the crew having Carryed some Cases of Geneva and Smuggled it at that Island. In consequence of this resolve the Sailors (about 150), last Saturday quitted the Packets, and sent the Agent here a Letter, Desiring more Wages in Lieu of the Priviledges of Carrying out Potatoes and Cheese for Sale on which traffick it seems they made Considerable Proffits. Alledging that most of them are married and have famylies to maintain, Chiefly Settled in this Town, for that they are not able to Support them at the Present Wages of 22 shillings per month, and complaining that many of them are often discharged at their Arrival from Sea, and Remain during the time the Packets lye here in the Intervals of the ensuing Voyage without any wages, and those that are Retain'd in Pay not Totally Discharg'd, have no other Allowance for Victuals whilst in Port than some, sixpence, and others seven pence, once in Three or four days. Captains Bull and Clarke are gone to London in behalf of themselves and their Brethren to state their Reasons. And the Sailors sent a Petition last Monday Morning to "The Postmasters" (General) "by one of their People who return'd back last night with a letter to the Agent of the Packets, and its reported the Postmasters are Inclined to Redress their Complaints by Ordering an Addition to their Wages and some further Regulation. Most of the Sailors are now gone on Board their respective Packets, except those belonging to the *Specdy*, Capt. D'Auvergne, and the *Roebuck*,



Richards, both of whom (very hastily) went to Plymouth and brought down some Seamen in the room of those who left them. The Sailors have conducted themselves very soberly and peaceably."

To this is added (July) : "More commotion about the Packets. The Captains ordered the men's chests to be made smaller, no cheese and potatoes to be taken on board and their wages not to be raised yet. Two Captains insulted in the street. They wanted military assistance. The Corporation objected, and advised extra Constables. Some of the seamen attempted to take out others on board." Finally, the men returned to their duty and the authorities in London ordered the men's wages to be raised, for they had certainly made out a good case. Peace and quietness were then restored. While the disturbance was going on there were fears of the packets being removed to Plymouth. "It's the interest of the Captains," remarked Mr. Davis, "to stay here, where these great Folks have all attention paid them and some of them have Property here and in the Neighbourhood." He added that he thought the Captains should not be too strict about the men "carrying out a few small trifles which they could return in money."

Prizes were very common and a profitable revenue to their captors. In 1744, three French prizes were brought into the harbour in June, followed by thirteen on August 2nd. From a Dutch ship, later in the year, 458 pipes of Canary wine were landed.

In the middle of the century what may be called the "battle of the quays" commenced. Sir Peter Killigrew had built quays for Falmouth which cost him between seven and eight thousand pounds. Certain dues had to be paid by vessels in consequence, but the entire amount was not more than £200 a year, which was small interest for the outlay. Thereupon Mr. Bassett,

who owned land opposite Flushing, planned the building of a quay which was to be free for seven years. This, he thought, would attract not only ships but builders of houses. About 1740 the Corporation entertained the idea of taking leases of pieces of land at Penwerris next the sea, "there to build a New Town, with Keys and Conveniences of their own." Another rival arose in the person of Mr. Trefusis, who was full of similar plans. "The affair of Bassett's key is now revived," wrote Mr. Hall, (in 1762), and Mr. George Croker Fox, "a Quaker Merchant removed from Fowey into a house in ye further end of our town," said that "Bassett had told him he will make his key a free key if it costs him £5,000 to effect it. Mr. Trefusis is going to enlarge greatly his keys at Flushing with the same view." And at first Mr. Fox sought to enlist the other merchants in support of Mr. Bassett.

In 1765 Mr. Robert Cotton Trefusis desired "to build a key for goods. The original wharf was built sixty years ago, with some cellars and houses increased to a village in Queen Anne's time, and now consists of 100, the present gentleman flowing in money. His grandfather married one of the daughters of ——, the Secretary to ye General Post Office, who carried matters with so high a hand as to obtain an order for all Captains, Officers and Seamen belonging to ye Packet boats to reside in Flushing under the penalty of forfeiting their places, which continued many years and greatly contributed to ye building of houses there." The commissioners of Customs, however, reported against the proposed quay, and the Lords of the Treasury, on being applied to, postponed it. In the previous year Mr. Trefusis had been in need of a favour from the Wodehouse family, since he was full of a deer-park, and desired to buy a plot of moorland in Mylor from the Manor property there, "for which he would give

almost any price." This plan, however, he dropped. Perhaps it was incompatible with his "key."

In 1769 amusing incidents took place. "One day lately Mr. Trefusis walked down to ye Keys, looked about and then went up to ye Custom House and complimented the collector, at ye same time Exclaiming "What a Custom house that was for such a Port as Falmouth," adding that if his keys at Flushing were established he would build one worthy of ye port, and also a handsome Dwelling-house and Cellars to any degree that should be required." He wanted to obtain the collector's certificate as to the want of room on the Falmouth quays, and "called two or three times at ye Collector's house and drank Tea, but there being other Company nothing passed on ye Subject. However, the Collector, (who communicated this under ye rose), seems not Inclined to join in with him, though being a warm Man he has sometimes threatened that if we can't find room for ye Merchants goods he will grant sufferances for landing them elsewhere." A little later diplomacy seemed to have effected something, and it is quaintly recorded that "additional cellars for the Merchants' goods, and an *Indulgence shown the mother-in-law of the Collector*—put all in good humour."

But the agitation went on, nevertheless.

In 1773 a committee seems to have been formed of which Mr. Richard Carne was a member. "And the next Morning Mr. Daubuz, our principal Merchant, and Mr. Samuel Groube's Clerk, (he being himself ill,) waited upon me, showing The Invitations they had received. . . . It gave me a good deal of Satisfaction to find such open Behaviour, so unusual in former Times ; Presuming, therefore, on their good Disposition to your Interest, I urged them not to appeal to Mr. Bassett for quays." Mr. Reynalls also said that all conveniences necessary for goods and shipping would

be provided, and thought that the Berkeley family had great interest with Government, which would never sanction new quays. But the agitation still proceeded, and Mr. Trefusis was prepared to grant facilities for landing goods, and "will take a lower Quayage and Cellarage than is done at Falmouth." So bent was he on gaining his point that he presented a handsome piece of plate to the Collector and canvassed the town. "Where," wrote poor Mr. Reynall, "will all this end! I much fear in making the ruin of Arwenack." In 1774 the merchants joined Mr. Trefusis in an application to the Treasury, at which piece of news Mr. Reynall recorded that "these confounded Alarms tear my Nerves to Pieces." And in 1779 even an opposition ferry was set up, for a time. Competition included landlords as well as merchants.

Unexpected events, however, occurred which solved the question. In 1770 domestic considerations induced Mr. Trefusis to give up his projects, "he and his Lady have left the County, and 'tis said are fixed in a house he has bought in or near London." A public sale of the stock of provisions in the house took place. And a little later Mr. Bassett died, leaving a son who was barely thirteen years of age, (afterwards Sir Francis Bassett, Bart, and Baron de Dunstanville). Long after, in 1790, there was a rumour of a dry dock to be made by Lord de Dunstanville, but this too ended in talk, and the whole matter died out.

In 1788 it was proposed to remove the Custom-house to the head of the quay, and it was arranged, after many delays, that new or enlarged quays at Falmouth were to be licensed on condition that a new Custom-house should be built, to be fitted up from a warehouse previously leased by Mr. G. C. Fox. In 1790 the quays were at last licensed, and Captain Pellow, the brother of the Collector, was wont to rate Mr.

Davis owing to the further delay in building the Custom-house, which was certainly not the poor old steward's fault, for he was ever eager to promote anything for the good of the place. However, this year saw it commenced and nearly finished, and on its completion it appeared a "Neat Fabrick with 7 Handsome Windows in Front, but not very Showy."

After this, nothing more seemed to arise in the way of troublesome "rivals," and the Falmouth quays held their own. It is only due to the Wodehouse family to say that they frequently had to repair damages owing to carelessness in bringing in ships to their quays, and were not always refunded; in fact, on one occasion Sir John Wodehouse repaired a serious injury to the stonework, and on the urgent appeal of the young man acting as captain, who was engaged to be married, freed him from all liability.

The town seems to have greatly improved, while the old feud between the Manor-house and the Corporation gradually died out. The representatives of the Killigrews were no longer in personal contact with the leading men of the place, and the steward, however devoted to the interest of the family, sought on the whole pacific methods with the people among whom he had to dwell.

In these later days good houses were built. A nice house had been built by Mr. William Russell at the Strand in 1740. And in 1762 some records were made as to what was going on: "Snoxell has now finished his building of Read's house, of which he has made two dwellings, three Storeys high, brick fronts, with Lofts and warehouses backwards to his cost of upwards of £800. You may judge from this that he goes on well. He has a son about eleven years of age, and a daughter, married last year to Mr. Hooten. They live in one of ye new houses, and I believe she is well married."



Snoxell also held leases of some land at Trevethan. Then Captain Drake, of the *Duke Packet*, proposed to build a house on the hill leading to Trevethan lane. And in 1776, some of the Packet captains arranged to "build Houses for themselves in a Field near the Key, now occupied by Benjamin Pender. . . . Their estimate is about £500 for each house, and I think it will come to more. . . . You see this is a New Thing and may have agreeable Consequences."

Captain James Bull laid out money freely on his own house, and in 1789 placed before Sir John Wodehouse his project of expending £2,000 in building a good inn for Mr. Robert Blundstone, who was about to lease the old "King's Arms," a very ancient house, on which the landlord had spent £600, and still found it to be inconvenient. In this project Captain Bull had the support of fourteen of the Packet commanders, all of whom were desirous of having more comfortable quarters for festivities, and had been well pleased with Blundstone as their host. After a good deal of parley, the Captains in question bought Mr. Hocken's ruined dwelling-house to obtain more space, and Captain Bull proceeded with his plan, including a scheme for stabling thirty horses, and making the whole a complete building with large assembly and coffee-room. The hotel in question was thereupon built, and was apparently the forerunner of the present Royal Hotel. It was at this time called the New Hotel.

A landing-place opposite at the Fish Strand followed, for boats. In 1791 two venison feasts were spoken of, one at Blundstone's for the Packet Captains and friends, the other at "William's Hotel, for Sir Michael Nowell and party." Evidently "ye *Barley Sheafe*," kept by Mrs. Joanna Preston in the middle of the century, and other such inns were altogether too primitive for the popular demand of later days. Then

“Dashwood, and his brother-in-law, Captain Couse, built houses on Bassett’s land,” and Mr. Rumbelow Vivian decided to rebuild a substantial house in lieu of “the old patched buildings destroyed.”

The old Market-house was said to be dangerous, and was partly pulled down in 1791. “We are got about the Repairs of the Market House, and a Dismal, Vexatious Jobb it is. The Foundation being a meer Swamp it must be put up again with the Lightest Materials (perhaps Woodwork), to Ease the Burden of the Walls.” The cost of this fell on the Manor.

It is interesting to read the observations written at the time on the hapless war with our American Colonies. In 1777 there was a bad harvest. “This with the daily Injuries done to Trade by the contest with our Colonies and the little Appearance of tranquility being Re-established forms upon the whole a very melancholy and affecting Subject of Contemplation to every Friend of this Country.”

The following passages are significant as to the short-sightedness of the Government, and the circumstances which no doubt led to disaffection. “We have had a fine new branch of business at these Keys for some time past, in pursuance of a new Act of Parliament requiring all wines shipped in Portugal and Spain for our North American Colonies to be first brought to England and charged with ye Crown Dutyes, for which purpose they must be landed and then re-shipped.” This must have been, of course, a great burden to the importers.

Again, “The accounts we have from time to time from North America by the Packetts are nothing more than you have seen in the public prints, oftentimes not so much, for the Captains of all these Ships are under restrictions with regard to ye divulging any extraordinary Intelligence before the Government receives



it. Certainly ye late decree for the Stamp duties and that too to be paid all in Cash, following the Injunctions given our Cruizers on that Coast to prevent ye usual Contraband trade with ye Spaniards from whence their Cash most chiefly comes seems to bear extremely hard upon the people, who, however, I think are running matters too far in ye way they are taking for redress, for some of their Assembly resolutions tend to dispute ye power or right of ye British Parliament over them so far as" (illegible). "These other things past are the effects of a Tory Ministry,—may we never see another in England."

That many in the home country were alive to the folly of the ruling powers is well known, and Mr. Davis wrote: "You have given a lively representation of our Case with regard to America, which carries Conviction with itself. Would one think it then possible that pride, ambition, disappointment, wrong, or whatever you'll call it could carry men to such lengths as we have lately seen to gett ye Stamp Act enforced; and yet one can't help thinking such was the Case with some of ye greatest men, for it seems impossible to think they could believe their own Arguments on it or could have any but bad motives to do what they did." Provisions grew dear and corn scarce, and it is noted in 1776 (January 22):—"A transport is come in from Boston with Sick and wounded Officers and Soldiers to recruit. Fire and provisions, even Salt Meat, are very scarce there, and the Sea swarms with the American Privateers. The Provincials have drawn their lines so close to ye Town that the Army of General Howe has no Inter-course with the Country except on ye side of Charles Town with Bunker's Hill. I am in daily Expectation of Governor Tryon from New York."

The consequences were far-reaching, and in fact have been so, in different ways, ever since. In 1789

there was considerable distress among the poor of Falmouth, and no doubt elsewhere. Flour and barley were obtained and sold at a loss of one third of the cost, which helped them to some extent, but the "tinnors" (miners), marched about Cornwall, determined to obtain bread at any cost. In 1791 the town was reported as "poor and money scarce—not much business."

Thus in a few years a great Colony was alienated from us, and however friendly the political relations may be at present between England and the United States, the mass of the Americans who do not visit Europe, nor mix among influential English people, remain indifferent to the mother country, to which many causes other than the Declaration of Independence have conduced. For instance, Irish and foreign emigration, and the departure from our shores of numbers of people who had either no stake in this country, or were under a cloud while in it. While the rapid development of the United States during the last century and the increase of wealth, have enabled the American people to scout the old attitude of superiority assumed by us in our insulated isle, with our national prestige, and antiquities, our Royal and ancient families, our orders, uniforms and display, and to base their sentiment of equality with any other nation on their vast territories, inventive abilities, and increasing luxuries. Such is the American feeling, apart from a few descendants of Massachusetts colonists who remained on after the war and accepted the new conditions—and "old Virginians." We do well, therefore, to speak and write of our American cousins with the kindly respect they have earned, and to do otherwise would be to repeat, in another form, the blunder of the Stamp Act, which tore from us one of the finest colonies England ever possessed.

Returning to our main subject—the old history of the town,—in 1744 a difficulty arose in obtaining officials for the Corporation, which consisted of Mr. Willyams (Mayor), and Aldermen Pye, Hill, Nathaniel Steel, and Vivian ; the Burgesses being Messrs. W. Russell, Mélun, Nowell, Bennett, and Gwin, none of whom wished to be in office for the ensuing year. In 1768 the same difficulty occurred. “Samuel Groube, one of our Merchants, Stephen Bell, son of Agent Bell, Matthew Allison, a printer and stationer, James Bluett, an Attorney, and Thomas McLellan, an Upholsterer, were summoned by our Corporation, after being elected Burgesses, to take ye oaths of office and on ye refusal of the four first-named, it was for ye present resolved to levy by distress the penalty of £6 on each.” The old Killigrew leases covenanted against offices in the Corporation, thus making them an inconvenience, and there was also the objection to examining prisoners of war, which no doubt occupied much of the Mayor’s time. The four called upon to serve as Burgesses, however, complied, and Mr. Bell was chosen Mayor whether he would or no.

The book of minutes written by Mr. Abraham Hall, Senior, date from 1717 until after the death of Mr. Killigrew.

Mr. Hall wrote his last letter to Mr. Martin Killigrew too late to reach the old gentleman, for on the 11th we find him addressing himself to Mr. Merrill, from whom he had heard in the interval, deploring the “melancholy account of ye death of my friend and Benefactor, Mr. Killigrew.” Two years previously he had been reported as very well, but he was aged. That he was kind to his friends and those who fell in with his ideas there is no doubt, and he was inclined to be generous in gifts to church and town, but liked them to be settled in his own way. His attention to details receives an illustration in a

little piece of advice to Mr. Hall, who wrote: "The late Mr. Killigrew used Generally to send down his Leases under Franks, and encouraged me to forward them up so when I could, directing me to charge ye Tenants with ye same money the postage would have otherwise come to, and putt it into my pocket. This," says he, "will buy you two or three pairs of Shooes, and the Custom of making a Tenant pay postage will not be lost." Another side of his character was apparent in the fact that after the disputes with the Corporation he ordered the people to be sent out of the two houses he had given for the use of the poor of the town, directing—"That not a penny should be spent in repairs, and that the houses should be suffered to fall to ruins."

Mr. Hall (Junior) referred to certain enemies he had made in the place owing to his adherence to the Killigrew interests, and in writing to Mr. Merrill expressed a hope that nothing would take place to deprive him of his post. And he remained in it, I conclude, until his death in 1771.

Mr. (or the Rev.) W. H. Reynall partly acted as steward from about 1736 to 1773 or later. He did not appear to be a strong man, and became nervously agitated, as we have seen, about the "keys." In 1772 he recorded that he had been "so much out of Order that last Night I was obliged to send for the Physical Folks in a Hurry: I am now a little better."

Then came Mr. Richard Davis, who was an excellent and clear-headed steward of the estate for many years. He held on as long as age permitted, but found at last that sitting at his desk and writing were too much for him, and his last few letters were written by his clerk, Thomas Westcott. In Westcott's last letter to Sir John Wodehouse, on March 16th, 1792, he stated that Mr. Davis died immediately after returning from a drive in

a chaise. He was doubtless very aged, as in one of his letters he referred to his wife as "turned ninety." These three, the Halls and Richard Davis, were able and faithful adherents of the family they served, one after the other, for nearly a century.

We have seen how little by little the old Manor dwindled, its glory waning year by year, its groves and far-stretching meadows yielded to alien uses. The stately old avenue was, as we know, leased for a ropewalk, and the fields "at ye head of Arwenack walk" were leased to one Pascoe, who was allowed (in 1740) to continue his tenancy until Christmas, "that he might not Come to a loss on his Cows which he had sett out." Land was, in fact, rented to the very doors. About this time the Erisey estate was dismembered, and the old mirrors and marble chimney-pieces were brought to Arwenack. It is stated in 1760 that Mrs. Mary Erisey, after the House of Lords had decreed that the Erisey estate should go to Colonel West's daughters, and an account be rendered of the profits for the period of Mrs. Erisey's possession, immediately "went beyond Seas and Carried her Effects with her, to avoid being Stripped of them in pursuance of that decree." She, however, afterwards returned, when it was arranged she should give in an account, and enjoy the income of certain funds for life, the principal to go to the wife of Mr. Berkeley and her sister. At this time some land was bought by the family in Somerset.

As we have said elsewhere, visits to the old Manor-house became few and far between. In 1738, as already mentioned, Colonel West and Mr. Merrill visited it, and in 1744 Colonel West seems to have gone there with a Miss Killigrew. In 1738 Mrs. Merrill died, after the birth of a daughter. In 1750 Colonel West died, and in the same year a son was born to the Berkeleys. And Mr. Berkeley spent a week at Arwenack on his way to







REMAINS OF THE BANQUETING HALL, ARWENACK.



Erisey in the autumn of 1751.\* The house, in 1772, is mentioned as being very dilapidated, with cracked panes of glass and decaying window-frames, but the estate was more flourishing than it had been in former years.

Many lands and fine estates were once owned in Cornwall by the Killigrews, long ago sold off. An ancient MS. written by one of the family, and without name or title, gave an account of these lands and manors.

In 1743 M. Hall wrote to a member of the family, "I see by it" (Mr. Killigrew's letter) "that ye Killigrew estate ran along to Penryn near ye Sea as well as above it, taking in ye Mannor of Penryn ferry, which being now Bishop's Land I thought had never been in ye family, but was a part of the Estate belonging to ye old Dissolved Monastery at Penryn and afterwards annexed to ye Bishoprick. The same of Kergillack in Budock, and Penwerris was formerly part of the Killigrew estate, and I have now authority for asserting it. . . . I shall take care of ye originall map when you send it me, and [it] will be an Appendix to your history of ye family. It shows ye Author to have been a thoughtful, worthy Man, who Chalks out a plain way for Clearing and preserving his estate, and ti's surprising that in two Generations after, such an estate, of which this map shows only a part, could be Squandered as to be reduced to a single Mannor, consisting of Little more (at that time) than some Coarse Lands and Commons, which you have since had ye glory of raising from its obscurity, and attracting to it ye Envy of its neighbouring Lords."

The following description by Mr. Richard Davis of the property in 1785 is interesting: "The Arwenack estate consists of nine-tenths of all the houses in Falmouth. . . . These houses are for the most part low and ill-built, but perhaps are more convenient for the

\* A curious note is made in 1761, when Mr. Davis wrote to Mr. Dunbar, who was elected for an Irish seat: "I congratulate you on your seat in ye House of Commons of Ireland."

Inhabitants than modern Buildings would be, though of this Sort some few have lately been erected. The Place is divided in Point of internal Government and Regulation into two Districts called the town and Parish of Falmouth, the former under the Mayor and Corporation, and Parochial Officers chosen from among the Inhabitants of that part of the Ground which was built upon and inhabited at the Time of Granting the Charter, the latter being subject to the Magistrates of the County, and appointing its Overseers, Churchwardens, Constables, etc., as Country Parishes in general do. . . . All the houses are held by leases for 99 Years determinable by three Lives named by the Lessee, who purchases his Interest therein for a Fine, and is also subject to an Annual Rent called a conventional Rent and in most Instances to a Trifling Service, such as a Day's Work in Harvest, a day's Carriage of horse, a Capon, a Cheese, Etc., or an Acknowledgement of the same; also to a Toll for Corn supposed to be brought into the Market and a Heriot against Death of a Life. But these being the reversions of ancient Tenures are not reserved in all the Leases, but are sometimes sunk in the general name of Rent, which seems to me the best way, as it has the same Effect, with less trouble." . . . There were also the "Quay duties, Market dues," (and as mentioned) "heriots or sums paid on the deaths of lives on the houses."

The Manor (1791) is described as comprising the "Bartons of Trevethan, Tregenver, and Trescobeas, part of Prislow, and part of Treganiggey, the Custom-House, Lofts, Cellars and Warehouses on the Quays, and all the houses, etc., in the town and parish of Falmouth, the Flushing Ferry-boat, Markets and Fairs of Falmouth, Pendennis Castle, and some land at Mylor."

At this time an application was made for working a lead mine at Swanpool, the lode being supposed to

run north-east, under the pool. It was then thought the lode was valuable, and ore was found, which, however, was never sufficient to pay all the expenses of pumping and smelting. It was a belief in this lode which cost Mr. Joshua Fox so much money. In 1790 a report arose of "a rich silver [lead] mine discovered in Lord Falmouth's land near Perranzabuloe," in which "Messrs. Carne and Fox were largely concerned." But this mine, too, turned out a failure.

Notwithstanding the apparent value of the Manor property, the income arising from it was by no means large, and there were continual outgoings for enlarging or repairing the quays, or the market-house, or for renovating Arwenack house, salaries to stewards, collectors of dues, and for other things concerning the landlord. And tenants, even the more important ones, were backward in their payments, while occasionally some, through misfortune or other circumstances, failed to pay at all. It is easy to understand that even now, under the different system in vogue, and the large increase of houses with their ground-rents, the owner of the old Killigrew property in Falmouth is by no means enriched by his estate, which became greatly contracted since the dates mentioned in this chapter.

The names of Killigrew, Arwenack, Lister, Erisey, Merrill, Berkeley, Wodehouse, and at last, Kimberley, bestowed on streets and terraces long after the family had gone from the neighbourhood, attest the desire of the inhabitants of the place that the old family should be held in remembrance. The beautiful little park, called after its donor, testifies how pleasant feelings have long replaced old feuds, and is a source of enjoyment to many who sit under the fine trees and listen to the bird songs and the murmur of the brook. These days are after all better than the old ones, however much the story of the latter may engage our interest, as recalling the happenings of a fast-fading past.

## CHAPTER V.

### *Days of the Old Packet Service.*

IT was the old Packet Service which came to the aid of the Killigrews in 1688 and really made Falmouth. It lasted over one hundred and sixty years, and from the first as a station, led among the ports from which mails were received or despatched. For so many years the General Post Office has contracted in a business-like way for the conveyance of mails with the great ocean steamship companies, that few remember the romance of other days. For in old times it was far different. A few brigs, hired by the department, or provided by private individuals, and armed for defence, carried the mails to Lisbon, New York, and the West Indies. As a rule, each had a little crew of about thirty men, with a master, a mate, a surgeon, and the commander. Equipped in this fashion, they prepared to face not only the Atlantic storms, but the onslaughts of privateers of various countries, which frequently bore down on the little vessels in twos or threes and engaged them in desperate conflicts. Sometimes they were captured, and the mail-bags, heavily shotted, were consigned at the last moment to the depths of the ocean, and sometimes they repulsed the enemy and came off with flying colours. The voyages of the packets excited the keenest interest in Falmouth and Flushing, where the families not only of the captains, but most of the crews resided, and when news of a fierce encounter reached the place,





THE MERCURY PACKET.

or a packet slowly sailed in and fired her gun, with some of her rigging torn away and otherwise bearing evidence of a fateful cruise, great was the anxiety, or still more the rejoicing, of those on shore. When some poor fellows had been killed or taken prisoners, or the commander had lost his life, then came days of mourning. The very life of Falmouth in those times was intertwined with the packets.

During the very earliest years three packets only sailed from Falmouth: the *Allyance*, commanded by Captain Green, the *Expedition* by Captain Francis Clies, and the *Prince* by Captain Zachary Rogers, all of whom were appointed in 1689, and sailed to and from Lisbon, or Lixbon, as it was then called. The name of Clies appears many times in the first and second volumes of the parish register, showing that the family lived in Falmouth. In fact, a son, "Francis Clies, Junr." commanded the *Expedition* at a later date, and thirty years after, William Clies had the same packet and sailed to the same port. It was so also with the Dillons. Robert Dillon was appointed to the *Duke*, on the West India station in 1705, and a second Robert Dillon, a grandson, in 1770 to the *Mercury*, which sailed to New York. His brother was vicar of Mylor. A picture of the old packet, painted on glass, in the possession of Dr. Montgomery, of Penzance, great-grandson of the last named commander, has been copied, by his kind permission, and gives an excellent idea of one of the Falmouth packets at that date. The same packet, or one of the same name, was also commanded by Captain Joseph Dillon in 1778. Of old Falmouthians, Peter Bown was appointed to the *Prince George* in 1746 for Lisbon, and there were two Todds, two Bouldersons, and two Lovells, the latter appointed in the first decades of the century. Some came and went, but others took root in the land. The Barton of Trethewell, near St. Columb,



was purchased about 1798 by Captain Lovell Todd, and his son, Fortescue Todd, became vicar of St. Austell. Then came the Bulls: James Bull, who spent his life in the service, appointed in 1778 to the *Grantham*, West Indies and America, etc.; Samuel Bull in 1782 to the *Shelburne* on the same station; followed by Captain Adoniah Schuyler, 1786, to the *Swallow*, and Captain Yescombe,\* 1787, to the *King George*, in which he was killed during action, are all among those whose names are remembered by some in that first century of service. Descendants or relations of several of the above, and also Captain Porteous, still dwell in Falmouth.

Captain Robert Lovell seems to have been a conspicuous figure among the commanders. In 1739 Mr. Hall states that "he is going to leave us, some say for Penryn, and others for a Country Seat of ye late Mr. Worth's, about 3 miles off, and that he is to be married to a Lady at London where he is lately gone." In 1741 further tidings are recorded: "Captain Lovell is come down with his new Ship, or rather old one Cutt in two, and lengthened to carry 20 Guns great and small. She is now halting into ye Peer to grave; Flushing keys where she used to go being unsafe for her. The Captain being forced to Quitt Emmett's house on its being bought by Captain Sadler (who is removed into it), is gone into ye fourth Meadow house, formerly Jones's which Captain Bell rented, who lives with his father-Law, Mr. Banfield. If this house be thought grand enough by Captain Lovell's London wife he will stay there." Evidently it did not suit the requirements of that lady, for in the following year it was noted that "Capt. Lovell has taken Trefusis house and Gardens for 18 years at 20 guineas a year." Captain Thomas Lovell married a daughter of Peter Bown, and resided at Flushing in or about 1742.

\*There is a monument to his memory in Mylor Church.

Mr. Hall wrote in May, 1744 : " We have an Account this post that Captain Cocart has succeeded in getting a ship of four to be stationed under his Command on our Coast at a Charge of ye Government, and t'is thought ye Captains of ye Pacquets will all have 20 Gun ships if ye Warr with France continues." In this connection it was added that the harbour was then in a bad state, " not more than two or three ships can ride now without grounding every tide at Low water."

Prizes were seized upon, and so, very often, were the packets. In 1760 (December), " Captain Douglas, one of our Groyne Packets, was taken on her last voyage out ; the Captain and Crew were sett ashore in Spain, and are come home." And in February, 1761, " Another of our Groyne Packets, the *Fox*, Captain Broad, has been taken and carried into Bayonne. The Captain and his Master are come home. Captain Douglas has another ship." Again, " the French have picked up another of our Packet boats, viz., the *Lady Augusta*, Captain Watson, bound to the West Indies." " There have been 7 of our Packets taken since the War, Viz., 1 Lisbon, 2 Corunna, 2 West Indies, and 2 New York ones." " The Packet boats," remarked the writer, " are of different sizes, but none of them big or strong enough to defend themselves against a privateer of four. The biggest has but 60 Men, and their safety depends on their Sailing." He hardly realised what these small vessels could do when hard pressed.

The elements also made war upon them. The year 1794 saw the loss of the *Hanover*, " a Lisbon Packet-boat, Capt. Joseph Sherburn, in ye North Channell homeward bound in ye Storm of 2nd of December. Three common Seamen only were saved by being washed upon rocks by the seas. There were 26 on board besides the Captain and 6 passengers, and £30,000 in money in an iron chest." Again, in the

same year: "The *Pitt* Packet is arrived from New York and brings an account that the *Countess of Leicester*, Captain Willeston, on ye New York Station is lost on the coast of N. Carolina in her voyage out. The Captain and crew, except four of ye latter, are saved."\*

Again, "I shall not be sorry to hear of the removal of Lord Walsingham, who wants to reduce the packets to 130 Tons Burthen, and the number of Seamen from 30 to 18 each Packet." Happily, instead of this it was decreed that "the Packets are all to be of the Burthen of 173 Tons and to Carry 30 Men each," costing £3,000 per ship, and being twenty in number. Some of the Commanders seem to have made money, and as early as 1742 Captain Uring, of the *Prince George*, died leaving £7,000, a sum worth considerably more in those days than it would be now.

In all there were, during the first ten years, three or four captains, and some five or six vessels connected with the Falmouth station. For many years the sailing was confined to Lisbon, the West Indies, New York, and Corunna. In the middle of that century Groyne, Florida, South Carolina, and Gibraltar were included, and towards its close special mails were despatched to Barbadoes, the Leeward Islands, and Charlestown. From half-a-dozen, the packets increased to a fleet of forty; and so safe was the harbour that the vessels, it is stated, when arriving at night invariably sailed into it and in safety, without making any delay for daylight, as happened in the case of other ports.

The Packets sailed under contract with the General Post Office, and the Commanders were appointed by that department. The vessels, later on—from 180 to

\*In *Sixty Years and More (Recollections of Flushing)*, by James Rowe, an interesting booklet printed in 1897, it is stated that the son of William Tregidgo, who was miraculously saved when the *Lady Hobart* Packet was lost in 1803, still lives in Flushing. The Packet struck on an island of ice.

200 tons—were the property sometimes of the captains, and sometimes of shareholders who received one third of the freights, and were hired by the Government at a charge of some £1800 per annum each. And it was a vessel of this size which sometimes put to flight a couple of heavily-armed privateers !

The most exciting things that occurred at Falmouth were the action which Captain John Bull (son of the James Bull already mentioned), fought outside Pendennis Castle,\* and the mutiny of the Packetsmen, both of which have been ably recounted by Mr. Arthur Norway in his *History of the Post Office Packet Service*.

The latter had a serious result. Naval discipline being required, in 1818 the Admiralty took over the Packet administration, and peace having been proclaimed, there was, curiously enough, an end to the old fighting service and the regular arming of the vessels. It was thought that these ships, some of which were ten-gun brigs, each under the command of a naval lieutenant, would offer useful training for the navy. But though they no longer fought with an enemy's frigates or privateers, the elements dealt roughly with them. The ships were narrow, ill-armed, badly constructed, and built with high bulwarks, which could enclose water to the extent of 200 tons. When they shipped water it was retained on deck. Lord Exmouth said of them, "They will drown their crews." The late Sir John Tilley (Secretary of the G.P.O.), who lived to an advanced age, remembered their being humorously dubbed "bathing-machines." In Falmouth they were known by the more significant name of "coffin-ships."

\* This action was fought in 1810 with a Privateer, which encountered the *Marlborough* as she was about to enter the harbour. After a smart engagement, in which she received broadsides from the *Marlborough*, the Privateer made off. Naturally this caused excitement in Falmouth, and Captain Bull and his Packet became popular from that time.

In the *Royal Cornwall Gazette and Falmouth Packet* of March 28th, 1829, appeared a letter of grave comment on "the recent loss of three of H. M. Packets on the Falmouth station, man-of-war brigs, two on their first voyage, all within the last eighteen months." It refers to their being so badly built that they were "hard to manage with a full complement of seventy-five men," and that "one had just arrived with all her ports stove in, in a gale, which saved her." Among the commanders thus lost were two brothers called Downey, still remembered by one or two of the very old inhabitants. At a later date the loss of three—the *Redpole*, *Hearty*, and *Ariel*—was again referred to, and also of the *Myrtle* which went ashore on Rugged Island in April, although in that case "all hands were saved." The *Recruit* was also lost, and the *Calyпсо*, *Thais*, and *Briseis* foundered in like manner.

But to return to the older days. One of my early recollections was of an old water-colour, in which a Packet was waylaid by two American privateers, one on each side of her, while another was approaching in the distance. Clouds of smoke rolled from the port-holes of the Packet and her enemies, and the action was evidently hot and stirring. It was the *Granville* which was thus beset, commanded by Captain William Kempthorne, and beneath the drawing, culled from *Gilbert's History of Cornwall*, were the words :—

"In the Year of 1777, Captain William Kempthorne was opposed off the Island of Barbadoes in H. M. Packet *Granville*, to three American Privateers, two of whom were each of equal force to the *Granville*, and lay alongside her in a raking position. After a desperate Action in which the Captain received a severe wound in his head and lost the roof of his mouth, the enemy was compelled to sheer off, and the *Granville* with her brave Commander returned safe to England."







Captain LOUIS GOODRIDGE, Aged 71

*Commander of the U.S. Ship "Albatross"*  
*at the capture of the "Sulphur"*



“Safe to England!” How full of joyous success and victory the words sound. One can imagine how the good Captain, one of a long line of sea-faring ancestry whose names frequently appear in our naval annals, was received at Flushing. These were anxious times, for Packets were no doubtful prizes on the homeward route, since they brought over gold in specie and in bars.

Near to the water-colour hung a little oval portrait, painted by Opie, of a dark-faced man, father-in-law of Captain Kempthorne, whose countenance bore tokens of having been out in wind and weather. This was Captain John Goodridge,\* of an old Devonshire family, who also lived at Flushing, and who on his retirement from the command of the *Duke of Cumberland* Packet occupied his leisure in writing a quaint old book called the *Phœnix*, printed in 1780, wherein he set forth many things of which his mind was full. I am sorry to say that they chiefly concerned the destruction of the world some centuries hence by a comet, a rather lugubrious topic. The good man had arrived, however, at the conclusion that the stars he so often gazed upon out at sea were not made for the exclusive benefit of our little planet, which some in those days thought “irreligious.” Dr. Wolcot’s sonnet to him is a flattering little conceit, which was pasted in copies of his book meant for family circulation. Like many others he was full of the future of the American Colonies. He acquired over 8,000 acres of land in the State of Albany, but found it a troublesome business. His

\* I have reproduced the quaint little engraving which formed the frontispiece to the *Phœnix*, but the face is very inferior to that of the portrait. I should state here that I have given illustrations of the older Packets, as prints of the later ones are still very numerous and have already been used in illustrating. I have, however, failed to hear of any other portraits of the older Packet commanders, and have therefore copied the one in my own possession.

fifty settlers taken out to colonise on the estate were ousted by rough squatters, who pitched their dwellings where they would, and by the time Captain Goodridge and a party of soldiers had driven them off from one part, they took possession of another. Then came the Declaration of Independence, which was a death-blow to the loyal side, and the result was that the lands finally went for a song, compared with the value they would have attained had all gone well, and the hapless Packet Commander's dream melted away.

Others also regarded America as offering new life and fortune to English gentlemen who were, or had become, landless at home. Captain Humphrey Pellew (son of Captain Pellew, R.N.) owned a tobacco plantation of 2,000 acres in Maryland, which was lost on the War of Independence. On a part of this estate Annapolis now stands, showing the riches that might have fallen to his family. A large portion of Flushing was built by his father, who died in 1721; the other part of it had been already erected by Mr. Samuel Trefusis, M.P. for Penryn from 1698 to 1714. Its name was due to some Dutch settlers.

"The promontory [of Trefusis] is possessed and inhabited by a gentleman of that name, who suitably to his name, giveth 3 Fusils for his coat."—*Hals*.

The family of Trefusis lived there, it is stated, "from time immemorial."

Mr. Beckford, who was at Falmouth in 1787, visited Mr. Trefusis (afterwards Lord Clinton), with whom he took tea, and whose "furred and feathered" pets he was shown, as well as a harmless sort of fight between two cocks deprived of their spurs. A pretty description of the old house is given, long vacant during the greater part of the last century, which has, however, seen a new structure built on the spot.

Captain Kempthorne, for all his bravery, had a tragic

fate. After his next encounter he did not again return "safe to England." In 1794 he sailed to Halifax, and ran into a dense fog. When it cleared he found himself surrounded by a fleet of French frigates, against which it would have been vain to fight. He had the heart-breaking necessity to strike his colours, sink the mails he had always so gallantly protected, and surrender himself and his crew as prisoners. He never came back. In a few days he fell ill and died of a fever, his oft-repeated determination not to be taken alive being in a measure realised. The news that came to his wife must have stunned her, so confident were they all in his courage and good luck, and so frequent his comings and goings. In some old diaries written by her sister Frances Falck (*née* Goodridge), and which had many times recorded the sailings and arrivals of the *Antelope*, the following short and pathetic entries tell the tale: 1794, Dec. 4, "Mr. B. Falck sent out a note to tell us the *Antelope* was taken. Mr. F. [his brother Niels] went to Flushing, found the dreadful news true, and that our dear brother was dead." 7th, "I put on mourning for Captain K."

The Captain was a great favourite, and the tribute to his memory inscribed on the old tombstone in Mylor churchyard, erected over the remains of their widowed mother by her children, breathes their deep affection for him. Of friends he had many. So attached were he and Sir Edward Pellew, then in command of the fleet in Falmouth harbour, that their houses, which adjoined, had a doorway cut through to admit of greater freedom in friendly chats, and the eldest son William, as courageous as his father, fought under the good Admiral with such spirit and gallantry that he became a well-known Post-Captain. There is a tale of the young fellow having been despatched from the seat of war in Spain with the news of the great victory of

Trafalgar, and arriving at Falmouth, such had been his haste, in his soiled and ragged uniform ; and then of his posting to London with flags and laurel branches hung out on either side of the carriage windows, the people cheering as he sped through the villages, while without waiting to change his dress he presented himself at last, dusty, travel-stained, and torn, before the authorities in London with the joyful news. No doubt they beheld in him a welcome sight.

To this day the watch of the old Packet Commander, in the possession of a great-nephew, Mr. J. B. Kempthorne (of Cury), works and keeps time, although probably a century and a quarter old. But none of the Captain's family had descendants, and that particular branch of the Kempthornes, with their fighting blood, died out.

The writer of the diaries alluded to, Frances, the second daughter of Captain Goodridge, noted down many names and incidents relating to Flushing in the old days. They were, unfortunately, too brief to form a connected history interesting beyond the family circle, but they began in her youth, 1778, and lasted almost until her death, when she could write no more ; and one can just guess at the kind of life going on there at that time. It seemed informal and eminently social. Often there was "a large company to tea and supper," and there are records of Captain Kempthorne and others singing songs, of playing cards, as well as more serious matters—"an excellent sermon by Mr. Temple," grandfather of the present Archbishop, of working upon "shawns" and "tippetts," of "ruffles," "gauze caps," "lappetts and calashes," mixed up with going to the "assembly" or being "escorted to the Play," visits to Cardynham and elsewhere, and reading the *Spectator*. One day they seem to have been frightened near Mylor Bridge, "at a man's accosting us, whom through our

means was press'd." They went down to get "the man releas'd, but did not succeed." The press-gang held on stoutly to able fellows at that time. In 1779, on January 21, she wrote: "Heard the *Weymouth* was taken, and Capt. Buckingham killed." 29th: "Heard the *Active* had sent in a Prize, which was confirm'd in an hour by the arrival of Mr. Cotton, who sup't with us." The *Active* was a revenue cutter which did good service in chasing suspicious craft. It was afterwards commanded by Mr. John Millar.

In 1779 two friends came in and "drank success to the Fleet in a Sillabub"; on March 4th she wrote: "The town illuminated upon confirmation of Rodney's success in the West Indies"; and on June 19th: "We walked round the town to see the illuminations upon our taking Charles Town." On August 27th: "Went to Church in the afternoon, heard Mr. Mills, who is a charming preacher," after which folks looked in to dinner, and "we walk'd a large company to see the Fleet in the harbour, which consisted of near 60 sail." The "fleet of 60 sail in the harbour," in addition to the packets, must have made Falmouth full of bustle, and it is noted that in 1781 as many as "five Pacquets sail'd" on the same day.

Many familiar Cornish names are mentioned at this time in the old faded pages—the Penroses, Jack Trevenen\* and his sister Bett and others, and also the Norways, Nankivels, Milletts, Braithwaites, Wauchopes, Todds, Dillons, etc., the latter (except the Pellews) all families of the Packet Commanders, and many besides, which have faded out of recognition or recollection.

It did not seem easy to get about. There was a "chaise" at Falmouth, and one at Flushing, and

\* Captain James Trevenen, who was born at Rosewarne in 1760, accompanied Captain Cook on his last voyage round the world in 1776. His sister Elizabeth (Bett) was Frances Goodridge's early friend, afterwards wife of Admiral Sir Charles Penrose.

horses and donkeys. Unaccustomed women-folk rode on a pillion, as quaintly referred to in the same year in October on the occasion of Frances Goodridge's return from paying a visit. "Packed up my clothes, set off on a single horse, *Jemima* behind the servant. Not able to proceed upon the *Poney*, luckily procur'd a good double horse," which was evidently another pillion. Miss Goodridge certainly arrived in safety, as the next day she "dress'd and went to meet *Bett* (*Kempthorne*) and dear little *William*"—destined to fight gallantly for his country—"grown out of knowledge." In that year the fire is mentioned which burnt a row of houses in Church Street, etc. (p. 90), and which occasioned much distress. Ten or eleven years later a similar catastrophe occurred, in which forty-two houses were destroyed.

One of the most curious things seems to have been the doctoring of that period, strictly in accordance, be it noted, with the science of the day. Captain Goodridge fell ill, and the remedies prescribed are related. He had a "strengthening plaister to the Stomach," then "rhubarb draughts," and when he got worse, was "prevail'd on to try an airing in a chaise"—this in December,—and had an emetic on his return. It was not surprising the poor Captain died three days later, and two days after his death his funeral took place at *Mylor* with a haste, quite usual, which is all too eloquent of the recklessness of our forefathers. Frances Goodridge herself underwent similar Spartan remedies, going through a course of bark in powders, bark draughts, blood-letting, emetics, black draughts, pills and bottles of "decoction," after which she recorded, with little wonder: "My complaints rather worse," and "very bad indeed."

The young people of those days seemed to go about a good deal, but they were expected to be industrious. There were no golf-links, nor tennis-courts, nor



bicycles. Stockings were knit, and clothes made and mended, and ruffles starched, and when the candles were lit on the spindle-legged tables, came readings from the *Spectator* or *Tatler*, when nobody dropped in for cards. Later, Hannah More was studied, and epistles were written formed on her style on great square sheets of paper sealed with big red seals. The children of this period were taught "manners" betimes. It was expected that they should make pretty curtseys on entering the parlour-door, and address their parents as "Sir" or "Ma'am," and only speak at table when they were "spoken to." What this ideal of child-life was in the minds of the "grown-ups" may be seen from studying the children's books of the period, wherever such may remain, wherein are many things set forth concerning good and bad boys and girls and what befel them. There was *The History of Primrose Prettyface*, and *Goody Two-Shoes*, and all up and down the pages there is the most excellent advice possible for the youthful mind, showing that birch-rods, the corner, dunce's caps, and even the drastic remedy of sousing in a water-barrel, were likely to befall such as failed to walk in the paths of rectitude. Illustrated with the quaintest cuts, and taking life very seriously indeed, they show what was expected of the young people of those days—days that would quite astonish these !

Curtseying, indeed, was in vogue with "simple and gentle." The maid dipped as she opened the front-door to a visitor, and so did the charity school children in the lane on descrying the hoop-skirt and feathered bonnet of quality, and as a hostess entered her drawing-room she too gave a curtsey *à-la-mode* before advancing to the familiar hand-shake with her guests.

Can we believe that anyone became uproarious with a bottle of port or went under the mahogany with all this light in good manners ? Yet, alas ! this sometimes



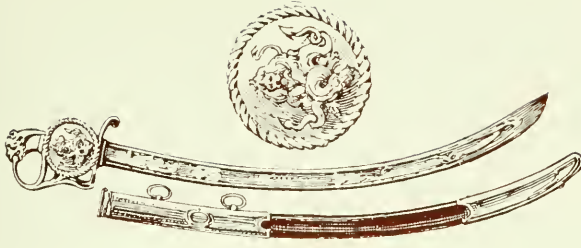
happened to the "daddy" of the household, while Madam wore rouge and patches, and great bell-hoops to spread out her gown of all colours, like a peacock. And young Miss sometimes climbed up a ladder to confer with a beau the other side of the garden wall, and even had visions of going off in a coach-and-four to wed the young rascal! It was not all curtseys, and candles, and the *Spectator*, be sure.

Days of the old coaches and packets!—how simple, and yet how full of human nature—just as it is now—they were. Some things we may smile over, but a great many more we know all about, and why wigs were curled and fans were fluttered, just as "button-holes" are sported and costumes and "confections" are studied in ours. Beneath the formalities beat the human heart.

To return from our reverie. Frances Goodridge sometimes referred to her future husband, who showed himself a true squire of dames when there was "a riot in the Evening with some men-of-wars' men. Captain Kempthorne and Mr. Falck in it, who drubbed the men who insulted us." The young ladies, who had been sadly fluttered, on being asked if they would have the men punished, magnanimously said no.

Finally, in 1784 she married the Mr. Falck in question, elder son of Barnet Nielson Falck, of Denmark, who had settled in Falmouth in the 'forties of that century, owing to his appointment as Danish Consul-General for the South and West of England.\* Young

\*It was his coach which attracted such attention at Mevagissey, the people calling to each other to "come and see the house upon wheels." In 1766 he applied "for a plot of waste ground in ye Hill near the Rope-walk for building a Chaise-house." I have read that the first carriage brought into Cornwall belonged to Sir Christopher Hocking, a vehicle which remained in existence as late as the early part of the nineteenth century, having for some reason been preserved. In Falmouth there seem to have been one or two "chaises" about 1770 and later, including one owned by Mr. G. C. Fox, and I believe there was one at Flushing. My mother remembered as a child Niels Falck's coachman, then an aged man.



THE ROGERS PRESENTATION SWORD.



NIELS FALCK, SENR.  
(From an Oil Painting).



Falck promised and hoped all manner of good things, and took her soon after her marriage to the block of old-fashioned red-brick houses which he had recently built at the end of Arwenack Street, drove her out in the "chaise," and was ready to lay the world at her feet. But alas! for all those dreams, the ship he owned, called *Fanny*, and many another, were lost at sea, his late father's appointment was conferred on someone in London, and he remained only Consul for the port and district. His health failed, money melted away, as much as £16,000 being lost in a single fortnight, the houses in 1790 were sold, first to Mr. Richard Bluett, and then to the firm of Mr. G. C. Fox, the horses to some friends in a country place, and poor Niels Falck died shortly after at Crill, a favourite little farm, which was all that remained to him. The son who bore his name had an equally hapless fate, as a young officer in the First Royals,—shot at Salamanca, in the Peninsular War. "Sweet" it may be "to die for the country," but not so thought his widowed mother, whose pathetic references to the event, brief as they were, are sad to read even now. We need not pursue the history of Mrs. Falck further. She has given us little glimpses of life in the old days, and how she worked and planned, and sorrowed and braved the storms of life with her one remaining son,† who sacrificed his prospects in order to remain with her, and farmed the land with what energy he could,—may be left for more private pages.

I may, however, give her brief notes of a journey they made to London in 1794, the year of her husband's death, as an illustration of the toil involved in a visit to the metropolis, as well as of the line of route.

† John Goodridge Falck. A farm—the property of the Kempthorne family—was also left him for life in the St. Keverne district, which brought in a good rent in those days. The Patriotic Fund granted Mrs. Falck the sum of £100, and her pension is referred to in the *Appendix*.

August 28th. "Set off for London. Din'd at St. Austell. Drank tea at Lostwithiel. Slept at Liskeard."

29th. "Call'd at Catchfrench. Din'd at Plymouth. Drank tea at Ivybridge. Slept at Ashburton."

30th. "Slept at Chudleigh. Reach'd Exeter by one. Din'd at Cullompton, chang'd horses at Wellington and Taunton. Reached Bridgwater where we slept."

31st. "Breakfasted at B. Chang'd at Glastonbury. Rode through Wells, din'd at Old Downs(?) Inn. Chang'd at Chippenham and reach'd Marlborough to supper, when we slept. Drank tea at Bath."

Sept. 1st. Breakfasted at Speenhill. Din'd at Maidenhead Bridge. Chang'd horses at Hounslow, got to London at Ten."

2nd. "Very much fatigu'd. Lay abed best part of the day."

No wonder! A week's jolting on the high roads was enough to land anyone in bed at the close. Before leaving the metropolis they bought a "whiskey," which it seemed was some sort of open gig. Someone later on was upset out of this concern in a Cornish lane, and the record is so worded that one fancies the poor lady had taken a little too much grog. But no! it was only the harmless vehicle of the period. The diary for this year closed with the account already quoted of the capture of the *Antelope*, and the death of "Captain K.," so often mentioned by the writer, the "dear brother" who came no more from distant lands in his "Pacquet" to Flushing, nor ever sailed again out of the blue waters of Falmouth Harbour.

Captain John Arthur Norway, R.N., was one of those who paid with his life for defending the mails. He was killed in action with a privateer, while in command of H.M. Packet *Montague*, on the Falmouth station. He was born at Lostwithiel in 1771, and

served with distinction in the Navy, having been wounded on board *La Nymphe* in 1793, while a lieutenant with Sir Edward Pellew. The portrait is from a miniature by Roch, in the possession of the Rev. W. Jago, of Bodmin.

Perhaps James Silk Buckingham—traveller, reformer, author, politician, and member of Parliament—who was born in Flushing in 1786, gave in his *Autobiography* the most vivid description of the place in his early days, of the squadrons of frigates stationed in the harbour, the prizes brought in, the men-of-war's boats flying over the water, and the gay appearance which the village made, "sparkling with gold epaulets, gold lace hats, and brilliant uniforms."

The fleet of packets he states to have numbered from thirty to forty full-rigged three-masted ships of elegant model, carrying the royal pennant, the officers of which wore handsome uniforms, cocked hats, epaulets, and swords, while the crews were picked men. He relates how when the "tinnerns" (miners) had come over in a body three or four hundred strong, determined to pursue their warfare for bread by force, Captain Kempthorne carried the day by a hymn in which all joined, and brought things to a peaceful issue; how Sir Edward Pellew used to take him, young Buckingham, as a lad, on board the *Indefatigable*; how he went to sea in Captain Dillon's packet, the *Lady Harriett*, which was overhauled by a French corvette with thirty guns, when they were all taken prisoners; how he deserted from the navy owing to the cruelties then practised, and was nearly articulated to Mr. Tippet, the Falmouth lawyer, and how at last he carried out his darling wish and sped off to sea again.

Through the courtesy of the publishers, these relations were given at length in a pamphlet I printed in 1895, entitled *Falmouth and Flushing 100 years ago*,



which contained many quotations from the volume in question.

Many distinguished naval officers commanded squadrons in the harbour, and on one occasion Nelson visited the place. There were the Pelles, native-born, sons of Mr. Samuel Pellew, of Flushing,—one subsequently the well-known Lord Exmouth,\* and the other also an admiral and K.C.B., who commanded the *Conqueror* at the battle of Trafalgar, and was born at Flushing in 1761. For nearly fifty years their eldest brother, Samuel Humphry Pellew, born in 1754, was Collector of the Customs at Falmouth, and a familiar figure in the town. He lived at Woodlane House, and, I believe, built it, after which it was let to Mr. John Freeman of the Granite Works. The "old wooden tubs," as they are so irreverently dubbed, without doubt saw some vigorous fighting.

Not the least singular of the events connected with the Packet history were the mistaken combats, in which the vessels were attacked by English gun-brigs. This occurred in the case of the *Marlborough* (Captain Bull), engaged by the *Primrose* (Captain Philpott, R.N.), and the *Princess Elizabeth* (Captain Kirkness), by the *Harlequin* (Captain Kempthorne, R.N.).

Among those who sailed in a Falmouth Packet was Lord Byron, in 1809. He was detained in the town more than a week, lodging—so it has been stated—in rooms in a house in Church Street. He sailed on July 2nd in (probably) the *Swallow*, commanded by Captain

\*Lord Exmouth was the first President of the Royal Institution of Cornwall, from 1818 to 1830. As Sir Edward Pellew, he commanded the Western Squadron. It was after his gallant action with the *Cleopatre* in 1793 that he came into Falmouth harbour in the *Nymphe*. His brother, Captain Israel Pellew, and eighty stout Cornishmen were on the victorious frigate, and enthusiastic was the welcome which greeted Sir Edward as he stepped ashore. His good luck in capturing a Spanish frigate made the good admiral, somewhere about this period, a rich man.





LORD EXMOUTH.

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Kidd. The letter that he wrote about Falmouth is too flippant for serious description, but very characteristic. Among other things he observed that "*St. Maws* is garrisoned by an able-bodied person of four-score, a widower," who "has the whole command and sole management of six most unmanageable pieces of ordnance." He alludes to an immense deal of racket and bustle, but during the voyage to Lisbon he evidently had many chats with Captain Kidd, who told him a strange story—one which he sometimes related to others. It was to the effect that while lying in his berth one night, the Captain was awakened by the sensible presence of his brother dressed in his naval uniform, and that on touching the latter he found it to be wet. The vision lasted for some time, but vanished, when, somewhat alarmed, he called to a brother officer. A few months afterwards he received the intelligence that his brother had been drowned that night in the Indian seas.

Many of the brave deeds were commemorated at the time, with presentations of swords of honour, or pieces of plate. Through the kindness of Mrs. Dyneley, widow of General Dyneley, who was a nephew of Captain Birt Dyneley, killed in action in 1806, I am able to give a print of the fine piece of plate presented to the Captain for his remarkable services related in the Appendix.

The well-known *Windsor Castle* Packet action with *Le Jeune Richard*, a French privateer, took place in 1807, during the command of Captain William Rogers, who boarded the privateer with only five of his men and captured her. For this courageous deed—which has been painted and engraved—Captain Rogers was presented with a sword, inscribed on the blade, now in the collection of Mr. W. Cecil Wade, of Plymouth, who had it photographed. (*See Appendix.*)

It is impossible now to recover any other personal

recollections connected with this older service. Relics have disappeared, records are destroyed, families scattered, and interest has been lost. In the later service the link with the present is closer. At the recent unveiling of the Packet Memorial in Falmouth, a few old packetmen mustered, with their medals, who could remember "Cap'n This or That," and things that happened on the voyages. And some are still living who can recall stories related by their fathers or grandfathers with many details. Two of the old veterans were photographed, Richard Michels, aged eighty, and James Collins, aged eighty-one, both of whom, after leaving the Packet Service, served in the Crimean war. They are naturally men of reminiscences and hale fellows still.

Miss Granville, whose memory also takes her far back, since she was born at Mylor over eighty years ago, has stated that her father was one of those who made a gallant defence on the *Prince Ernest*, and succeeded in beating off a French privateer. She also remembers no less than eight newly-built packets which were despatched from Falmouth with mails, one of which, the *Cynthia*, returned, while the others were never heard of again. Some of these may have been already mentioned. Their loss was due to their unseaworthy construction.

Captain Kirkness, before he was twenty-one years of age, performed a deed which attracted great attention in the town. The captain of a West India-man having died on the homeward voyage, he took command and was attacked by a French privateer of superior force. It was a case in which his ready wit saved the ship. He requested the purser to personate him, surrender his sword, and offer refreshments to his captors. Very soon they were not only safely down in the saloon, but under the mahogany, when he imme-



MISS MARY M. FOSTER



CAPTAIN J. A. BOWEN U.S.





diately ordered the hatches to be closed down, and made all sail into Falmouth with the privateer as a prize and his would-be captors as prisoners. For this he was given a permanent command in the Packet Service, in which he remained to the end of his career, while Falmouth made great rejoicing over the clever exploit which had turned the tables upon the enemy.

Such a marked beginning was sure to be followed by more bravery. Captain Kirkness afterwards distinguished himself at Georgetown, Demerara, by running his Packet, the *Queen Charlotte*, against heavily-armed privateers, which were preparing to swoop down on some defenceless merchant vessels. It was an act of great courage—as one alone of these privateers could have overwhelmed the Packet—and it met with the good fortune it deserved, since the enemy, as usual, sheered off. He lived for many years at Kernick, near Penryn, and died in 1851, at the age of 69.

The late Professor Shuttleworth's maternal grandfather, Captain Carey, commanded the *Lady Mary Pelham*, a Falmouth Packet. Before this he had been in the *Victory*, serving under Nelson.

One of the commanders in the Admiralty Service deserves special mention, Captain William P. Green, R.N., appointed to the *Frolic* in 1829. He was sub-lieutenant on board H.M.S. *Conqueror* at the battle of Trafalgar, and was promoted to the rank of lieutenant for his gallantry. During the action he made some minutes relating to it, in which he recorded how Nelson led one column, and Collingwood the other, and that at a quarter past twelve after noon, the *Victory* made the famous telegraph signal "England expects every man to do his duty," commencing action half an hour later. Captain Green was a scientific man, a Professor of Natural Philosophy, the inventor of more than twenty-one improvements in Naval vessels, and the

author of several works, one of which was on "*Precautions to avoid Accidents by Lightning*," published in 1837. He made electricity a life-study, and proved the danger resulting from an order given by the Admiralty in 1838 to fit vessels with lightning conductors, for which he received their thanks. The Society of Arts also presented him with a medal. He navigated the *Sheldrake* (another Packet), under circumstances when all gave her up for lost. His son, Fleet-Paymaster John W. Green, R.N., gives a graphic account of it. "I remember," he says, "seeing two women come to our house in Brook Street, Falmouth, crying, and telling my dear mother that their allotments had been stopped by the Admiralty, as the *Sheldrake* was lost. She was a month overdue. My mother said to them, 'My good women, you don't see me cry, do you?' 'No, my lady,' was the reply. She then said, 'Don't you think my husband is as dear to me as yours are to you?' This they readily admitted, on which she told them that as long as a plank of the vessel held together, Captain Green would bring her home. 'So don't cry,' she added, 'any more until you see me do so!' The women left, greatly encouraged, and a few days later the inhabitants of Falmouth were astonished and delighted to see the *Sheldrake* arrive in safety."

This was due to the improvements Captain Green had carried out, which enabled her to weather the fearful gales they had encountered. But the exposure he underwent in this voyage cost him his life, as he contracted an illness from which he never properly recovered, and died a few years later.

Lieutenant James Hosken, R.N., born in 1798 (afterwards Admiral Hosken), commanded the *Princess Elizabeth* Packet in 1832. He served in the Crimean war, and was connected with some interesting experiments in Atlantic steam navigation, having commanded the



CAPTAIN JAMES BULL.



CAPTAIN JOHN BULL.



Pioneer steamer *Great Western*, crossing from Bristol to New York. His father, James Hosken (born in 1757), was in the Packet Service and the Navy, and was in action with Rodney and Lord Howe, and distinguished himself by exceptional bravery. He laid the foundation-stone of Plymouth Breakwater, and died at Penryn, after forty-five years active service, in 1848, at the age of ninety-one years.

The portrait of Captain Augustus R. L. Passingham, R.N., appointed in 1824 by the Admiralty, gives some idea of the old uniform, which varied from time to time.

Many celebrated people came to Falmouth to go abroad in the Packets, which took passengers, but the fares were only suited to long purses. It cost £23 to go to Lisbon, £38 to reach Gibraltar, while £54 and £107 had to be paid to sail respectively to New York and Brazils. Most people naturally remained at home!

Among those who sought more genial climates by way of Falmouth was Mrs. Yorke, daughter of Sir John Glynne of Hawarden, who, it is stated on the monument in the Parish church, died on her return from Lisbon on board the *Hambden* Packet Boat in 1766.

The scares about the landing of the French created continual excitement at Falmouth, but the day came when the dreaded Napoleon at last appeared in person in 1815, not however at the head of a French fleet but as a prisoner on board H.M.S. *Northumberland*, which put into Falmouth. After this French invasion was no longer dreaded.

There was always plenty of bustle in the place, in these days.

I quote again passages from Espriella's *Letters*, eloquent of his Falmouth experiences.

"We past in sight of St. *Maurs*, a little fishing town on the east of the bay, and anchored about noon at Falmouth. There is a man always on the look-out

for the packets ; he makes a signal as soon as one is seen, and every woman who has a husband on board gives him a shilling for the intelligence." . . . He adds : "The perpetual stir and bustle of this inn is as surprising as it is wearisome. Doors opening and shutting, bells ringing, voices calling to the waiter from every quarter, while he cries 'coming' to one room, and hurries away to another. Everybody is in a hurry here ; either they are going off in the Packets, and are hastening their preparations to embark, or they have just arrived, and are impatient to be on the route homeward. Every now and then a carriage rattles up to the door with a rapidity which makes the very house shake. The man who cleans the boots is running in one direction, the barber with his powder-bag in another ; here goes the barber's boy with his hot water and razors ; there comes the clean linen from the washer-woman ; and the hall is full of porters and sailors, bringing in luggage or bearing it away ;—now you hear a horn blown because the post is coming in, and in the middle of the night you are awakened by another because it is going out."

Travelling, however, was not very methodical. Some parties arrived for a Packet in 1791 by coach ; the maid came with the baggage in the Exeter waggon, while the man-servant was not in time and had to sail by another Packet.

Yet those were the romantic days of the mails, before prosaic tugs and tenders were in use on arrival and despatch. It must have been a pretty sight to see the eight-oared boat with the oars flashing as they dipped in the water, crossing the harbour from the gun-brig, and the naval lieutenant in command as he came ashore formally delivering his charge over to the expectant agent, saying as he did so in a set speech, "I have brought His Majesty's mails and deliver them to





CAPTAIN WILLIAM KIRKNESS.



CAPTAIN A. R. L. PASSINGHAM, R.N.  
ADMIRALTY SERVICE.





you, sir,"—and later on the "Royal Mail Coach," bearing the Royal arms, with its fine team and scarlet-uniformed coachman and guard. Great was the bustle and the utmost despatch was used to send on the precious freight to its destination. Soon it will be seventy years since the boom of the arriving mail gun roused the inhabitants of Falmouth, or the sound of the horn was heard in Arwenack street !

Of the Packet Agents at Falmouth, Daniel Gwyn was the first, appointed in 1689, and Francis Jones, 1699, the second, followed by Captain Zachary Rogers, in 1705. There were twelve in all, two or three of them being old Falmouthians. Mr. Thomas Moore Musgrave was, true to his name, a bit of a poet and translated the *Lusiad of Camoens*. But the one whose career possibly attracted most attention was Mr. Saverland,\* who was confronted by the mutiny of the Packetsmen already referred to, a very serious matter. It was in the year 1810, and was due to the fact that the men were dissatisfied with their rate of wages, and the prohibitions regarding the time-honoured though hardly loyal practice of carrying goods on commission. The Custom-house officers investigated the sailor's chests all too roughly and open rebellion ensued. Falmouth generally, including the magisterial bench, was in sympathy with the men, but the officials and Mr. Saverland, who had much anxiety and trouble, took another view. For a year the Packets were directed to sail from Plymouth, and although the order was rescinded at the end of it, the town lost by the fact that the idea had been started at last that the mails might more conveniently sail from elsewhere. It was in a sense the beginning of the end.

The last Agent was my grandfather, William Gay. In his time the bulk of the mails had greatly increased

\*The estimation in which Mr. Saverland's administration was held is shown by the fact that a tablet was erected to his memory in the Parish Church by the commanders in the Packet Service.

and were brought ashore in boats from the vessels the moment each arrived, to the Packet office near the Custom-house quay, a plain but substantial building now altered into a shop. Day or night the signal-gun of an arriving Packet might be fired, and the officials had to be at once on duty. When the loaded coaches, piled up at times to twice their height and drawn by from four to six horses, turned the corner of Arwenack Street, my grandfather used to exclaim, "Thank God!—all this is safely off my hands." It was responsible work, since Falmouth received and despatched four times as many Packets as any other of the stations. In fact Naval agents were also appointed during the Admiralty administration, since there was much with regard to the Packet Service which required their supervision. Captain William King, R.N., of the guard-ship *Astrea*, which supplied the Packets with provisions and stores, and who superintended repairs, was probably the best known of these. The *Astrea's* gun, fired every evening at eight o'clock, gave the time to the port. Portraits of the captain attired in naval uniform can still be seen hanging on the walls of the Falmouth homes of his descendants, the Bullmores, Dr. William King Bullmore, in particular, possessing several portraits of the King family.

The late Dr. Guppy, whose brother-in-law, the Rev. Robert Picton, was chaplain to H.M.S. *Russell* was the last surgeon to the Packets.

My grandfather retired about 1842; for after 1841 the West Indian and Mexican mails went by the Royal West India Mail Company's steamers, and the Cunard Line contracted to convey the North American mails from Liverpool to New York.\* He died a few years

\* Mr. Rowe remembers when the *Camden* was paid off, and how her pennant was hauled down, and the sailors regretfully dispersed. One after another the Packets sailed away, and were used for other purposes.



CAPTAIN GREEN, R.N.



afterwards. In 1852 the last Packet of the old order sailed out of Falmouth harbour. The prosaic steam packet had begun to appear over ten years before, and in a brief space, although mails came and went for a while, the town soon ceased to be a port of call, and its old activity and the gay appearance of sea and shore, died out into a comparative silence and repose which have in this respect remained unbroken.

The more modern relics of the Packet Service are scattered about in Falmouth and the neighbourhood, and elsewhere. Captain John Bull, when enlarging his house, placed a marble carving of the *Marlborough*, which he had so long commanded over the porch, and his home ever after went by the name of the vessel which had seen so much fighting. Within, his portrait and that of his father, Captain James Bull, by Opie, hang upon the walls, and several mementoes are possessed by the family, including a sword of honour and a model of the old Packet.

The Bulls were thorough sailors, hale, bluff men, who had the confidence of their crews, and were ready to face any emergency. The younger, John, is the best remembered of all the old commanders, although few now remain who can speak of him from personal knowledge. Mr. Norway's history has preserved at length the story of his many fights.

Captain Charles Tilly's old home, "Trevethan House," which overlooked the Moor, has been lately pulled down, having been long uninhabited, although a place of some little note in its day.

In 1895 an interesting collection of pictures and relics was brought together at the annual exhibition of the Polytechnic Society, which included several portraits, and miniatures, models and engravings, drawings of Packet actions, presentation swords, and flags and signals. Among the most notable were Captain

Schuyler's cocked hat, sword and dagger, and the 24-pound shot which killed Captain Norway in the action between the Packet *Montague* and an American privateer. To Mr. Norway's lecture is due the revival of interest in this long-forgotten chapter of naval story and Falmouth history, and the granite monument on the Moor, erected in 1898, in memory of the gallant deeds he has so ably related, shows that some at least have remembered and appreciated them.

Here and there in the town a sentiment was breathed in unison with the opinion of a small boy I met on "Jacob's Ladder," who remarked to another boy in my hearing, "That there old moniment ain't of no account!" Tales of smuggling were raked up and fluttered about, and the way in which Falmouth had thriven by the old Service, to say nothing of the exploits and heroism, so often displayed, which were worthy of a memorial anywhere—somewhat forgotten. I confess there were seasons when our Committee felt somewhat like Mr. Martin Lister Killigrew when Mr. Quarme preached "against me and that to my face!"—and we understood his sentiments. A little smuggling may have taken place, but many good folks benefited thereby who had nothing to do with the Packets. Did not they sympathise with the mutiny? And after all the overstrained laws were the most to blame. But none of these things, nor the occasional lapse in duty on the part of a few, carry, to my mind, a handful of weight against the many instances of hardship, self-sacrifice, bravery, and loss of life with which the officers and crews of so many of the Packets are associated. Of this I think Falmouth generally is appreciative, notwithstanding a tale or two about potatoes and puddings, and similar grubbings.

In Falmouth churchyard, at Budock, at Mylor, at Gluvious, and even at St. Just, the old names may be







CHRISTOPHER SAVERLAND.

(From an Oil Painting.)

seen graven on many a stone, and on the walls of the Parish Church may be read brief records of forgotten actions in which commanders and men lost their lives. It was well that these should be had in remembrance before it was too late, and the simple monument lately erected is surely deserving of a place in the town which for more than one hundred and sixty years beheld the comings and goings of a little fleet of ships which largely added to its importance and well-being.

A word or two may be said about the mail coaches, then so important to the country at large. As we have seen it took nearly a week to reach London in the latter part of the 18th century, and wills were then made before starting, and even much later. The fare amounted to some six pounds or so, even after this, and some who could not afford a seat in the coach, were content to travel by Russell's Waggons, sleeping on straw. In the earlier part of the nineteenth century the coaches tore to London in some sixty hours, subsequently reduced to less than fifty. At first Exeter and Bristol were the night stopping-places for these quick day mails. From four to six horses were used, galloping nearly all the way, and changed every ten miles. But even with the continual fresh teams the pace destroyed the animals, which were worn out in a year or two. It was a magnificent effort of muscle,—that long ride from the extreme west of England, but fatal to horse-flesh ! Happily the iron horse swept the system remorselessly aside. William Bryce was one of the last Falmouth guards, and his gay red coat\* and genial face are well preserved in a portrait owned by his son,

\* This gay attire attracted the attention of *Espriella* who remarked in the previously mentioned *Letters*: "The *postmen* all wear the royal livery, which is scarlet and gold." But these brilliant postmen must have been confined to the metropolis. The guards of the older coaches were armed, and flourished a blunderbuss when required, as well as a horn.

reproduced on the opposite page. One of the coaching advertisements with a cut of a coach with four horses, in the *Cornwall Gazette* of 1829, runs as follows : "A New Coach to London. Old London Inn, Exeter, The Phoenix : to the Saracen's Head, Snow hill, and Bull and Mouth Inn, Bull and Mouth Street, London. A new Cheap Coach to Bristol. Old London Inn, Exeter. The Comet, Tuesday, Thursday, and Saturday at 6 o'clock, High Street, Bristol, at half-past 6 o'clock. Fares, inside £1, outside 12/-" Luggage by coach cost to or from London nearly 48s. per cwt. ! Again : "The Royal Mail Coach direct to London in 48 hours, through Bodmin, Exeter, Salisbury, etc., sets out every morning at a quarter before 3 o'clock ; it arrives in Exeter at 9 o'clock at night, where it joins the different coaches to Portsmouth, Bath, Bristol, etc."

Mr. Killigrew thought Mr Laroche's ride in 1737 from Port Elliot to London "in 8 Days," "more like flying than rideing." What would he have said to this breakneck pace of the later coaching period ?

## CHAPTER VI.

### *Old Falmouthians.*

FROM the nature of the place, and its occupations with those who "go down to the sea in ships," Falmouth has witnessed many comings and goings in the matter of residents. Only a few of the Packet Commanders' families took root, and the names of the Naval officers stationed at Falmouth are hardly remembered.

One of these, Admiral Winchester, lived in a house, still standing, near the top of High Street, overlooking the water, and just below the house still remains an old structure which was used as a ballroom, connected with the dwelling by a little wooden bridge. The old house is now occupied by several families of the working-class, who nestle comfortably in the old-fashioned rooms. The same fate has befallen most of the old houses at Flushing, and the old landmarks are removed. As one passes along the quiet little Flushing street, an occasional peep can be seen through an open doorway into a wainscotted passage, through which used to emerge long ago some smart-looking officer in uniform, or gaily-attired dame ready for the "Assembly." Compared with those far-off days, the place is a kind of deserted village, possessing charming possibilities, however, owing to its sheltered position from cold winds. The ancient haunts and abodes of Falmouth

waned in the same way. Only a remnant now remains of Mr. Corker's "great house" in Mulberry Square,\* and of the favourite "quality corner" residences in Porhan, Church, Arwenack, and the New Street and Square (the last-named completed in 1773), many have become tenement houses or shops. Among those who lived in the Square were Colonel Burgess, the Bouldersons, Barnet Falck, Senr., and many ladies, and as one passes along may still be seen the little old brass door-knockers, once polished so brightly, and which resounded to the knocking of visitors, or quadrille parties. Not far from here dwelt also Captain James Bull, before he removed to Arwenack, in a picturesque little house glancing downwards over the harbour, where he could see at anchor his "pacquet." People were satisfied with far less a century ago than they are now. Carriages were few, cabs unknown, and sedan chairs very rare indeed. Hence to live in the midst of one's neighbours was highly convenient for the dances and card-parties in vogue, and preferred to the country gardens and grounds which are so popular in these days of varied conveyances.

From the number of mahogany and other polished wood doors in old houses in Falmouth, it would seem that a good deal of choice wood was at one time brought into the port, some of it no doubt privately in the Packets.

Of the few names inseparably associated with Falmouth by permanent ties and prominently known in the eighteenth century (to which I confine myself), those of the Bluett, Corker, Pender, Carne, and Fox families are, or were, the most familiar. I have selected these among many others of that period because nearly all are still represented here.

\* This was written some years ago. The remnant has since been pulled down.

At one time the Bluetts owned a good deal of land, and were no doubt influential in the place, but any connected details seem now to be inaccessible.

Robert Corker and his house and family have already been described, as far as information concerning them permits, and the late Dr. Vigurs,\* connected with this family, is still well remembered.

Mr. Benjamin Pender, or Pendar, as the name was sometimes spelt, was Mayor of Falmouth in 1669, 1675, and 1686, and Mr. Peter Pender was mayor of Falmouth in 1713 and of Penryn in 1714. Apparently a grandson of the first-named, also called Benjamin, died at Penryn in 1770. Some interesting old portraits exist at Budock Veau, but unfortunately they do not seem to include either of the above. The majority are of children, and all difficult of identification, a thing which often happens in the case of portraits not labelled or catalogued. But they form an interesting family collection. The family appears to have been a younger branch of the Pendars of Trevider in Burian, resident there for a long period.†

The Carnes, an old family of Welsh origin, have been connected with Falmouth for more than a hundred and fifty years. As shippers and importers, as well as bankers and wine and general merchants (including timber, etc.), and manufacturers, they possessed an important business. They acquired the Falmouth branch of the business of John Camin, of London, through the marriage of Mr. Richard Carne to a niece of the former in 1757. Mr. Palairret, Mr. John Camin's partner, understood the art of distilling and compounding liqueurs. Some of the stills were in existence at the time of the great fire, and the original ledger of the house of the date 1749, is still extant.

\* The name of Vigurs is found in Launceston Church, of the date of 1654.

† The Falcks, who follow next in order of date, have been already referred to in a previous chapter.



Mr. John Carne was agent to the East India Company, and his sons were agents to the Peninsular and Oriental and Royal Mail Steamship Companies from their commencement. A portrait of Richard Carne and his wife, Mr. and Mrs. Camin and other members of the family, hang on the walls of Mr. William Naylor Carne's beautiful residence, Rosemundy, (inherited from his uncle), at St. Agnes, among other family legacies. For two centuries Trevaunance, at the same place, belonged alternately to the Carnes and Tonkins. Mr. Carne is one of the Cornish "gardeners," and his green-houses hold rare ferns and plants, while in his garden are to be seen fine shrubs and flowers, well sheltered by large trees.

Connected with the Cotesworths, Pecoeks, and Bouldersons, Packet Commanders in the old days of the service, and still maintaining a business centre as well as residences in the town, the Carnes are linked to Falmouth by many ties and old associations. They engaged in many of its public affairs, charitable and otherwise, among them, in later years, the making of the railway to Falmouth, with which Mr. William Carne had much to do; he was in fact chairman of the Cornish line, although by some irony of fate when it came it cut right across the sweet garden of the "Cottage," his own home. Mr. Naylor Carne, the present head of the family in Cornwall, has spared no expense in making certain of his buildings in the town picturesque or ornamental, within or without, according to their style, thereby improving the appearance of the Market Strand and the old street. He is also the owner of some old places in the town, Bell's Court, Mulberry Square, the Well, and property in High Street belonging to the late Mr. Jeffery. The "Cottage," with its rose-covered front, built when the adjacent road was a winding lane amid flowering hedge-rows, is still in his possession as owner, and remains unaltered.





GEORGE CROKER FOX

(The Second).

(From an Oil Painting.)

The Quaker family of Fox may be said to have formed a complete colony in and around Falmouth, and acquired a large amount of land in the neighbourhood. Descended from a branch of the name, long resident in the West of England, and allied by marriage with the ancient families of Kekewich, Croker and Were, they gradually passed through Cornwall, making halting-places here and there, until, somewhere about 1762,\* some of its members settled in Falmouth. This became their home. Engaged in extensive shipping business, holding appointments as Consuls for various nations, and connected with the old Quaker families whose names are everywhere familiar, they exercised an influence which increased in proportion as that of many others waned. In addition to this, the talents possessed by several members of the family drew around them many of the scientific men of the day, who enjoyed the repose and charm of their Cornish homes. For a time Roscrow,† Trefusis, Tredrea, and Greatwood were all tenanted by one or other of the Foxes, who had a great love for country scenes, and created still lovelier country abodes of their own. These homes, in fact, became features of Falmouth and the neighbourhood. The large walled garden of Grove Hill, the sunny

\* Mr. G. C. Fox was referred to in that year as "a Quaker merchant lately settled here."

† The house at Roscrow generally remembered has been lately pulled down; it was a plain stone building (at one time occupied by Mr. Robert Gwatkin), which had replaced a more ancient and far more extensive one—"an old granite castellated mansion," of which, however, the quadrangle, gateway, and courtyard had all disappeared. It was to this latter abode that Mrs. Delaney—(the great-grand-daughter of the stout-hearted Cornishman, Sir Bevil Granville)—then the bride of Mr. Alexander Pendarves, was introduced in 1717, rather to her dismay, as it was gloomy and dilapidated. She, however, described the lovely view, "which includes one of the finest harbours in England, generally filled with shipping." (*Autobiography and Correspondence of Mary Granville* (Mrs. Delaney). A family, Reskrowe of Roskrowe, seems to have lived in this part for some centuries. (Arms).

and sloping glades of Glendurgan, Trebah,\* and Penjerrick, and later the gardens at Rosehill, would produce almost anything in the way of vegetation, while Tregedna and Penmere were also among the family abodes admired and frequented.

Who has not heard of the late Mr. Joshua Fox, whose birds at Tregedna chirped to his whistle, perched on his shoulders, and fed fearlessly out of his hand? † Or of Miss Anna Maria Fox, whose long life and presence at Penjerrick were a source of happiness to all who knew her, so welcome were all her friends to the home of the kindly old Quaker lady? The *Journals* of her sister Caroline, record their lives, their many friends, their literary tastes, and the various men of mark who found in Penjerrick an ideal country retreat after the din of metropolitan life. And to the elder sister was chiefly due the founding of the Royal Cornwall Polytechnic Society, ‡ and her brush—for she painted until her sight grew dim—adorned many of its exhibitions, and was ever at the service of many charities. Any place in which she lived could not but have been the sweeter for her life, and the poorer when the hour came in which she passed away.

Of her father, Mr. Robert Were Fox (Junr.), the fact that he was elected a member of the Royal Society speaks for his abilities. He invented the dipping

\*Where Hartley Coleridge and his family were welcomed by Mr. and Mrs. Charles Fox.

† Mr. Howard Fox, of Rosehill, possesses the same bird-taming faculty.

‡ This Society offered valuable medals and prizes for inventions, original paintings, etc., giving all possible encouragement to local and other efforts relating to the arts and sciences. One of the most important improvements in engineering—for which £500 was offered—promoted by it, was the "Man Engine," which dispensed with the endless labour of descending and ascending deep mines by ladders. The word "Polytechnic" was first invented by Miss Caroline Fox, and has since been often adopted. It must be remembered that all this ante-dated the popular modern exhibitions by many years.





ANNA MARIA FOX

(at Penjerrick).



needle which bears his name, and made magnetic currents a study, and his researches brought him in contact with most of the men of science of his day, as well as many other celebrities who appreciated his genius. In the sketch of his life, written by Mr. J. H. Collins,\* a long list of his writings is given, most of them too purely technical in character to be appreciated by the general reader. He never seemed to lose his interest in anything scientific, literary, or artistic, and in his old age, until he became an invalid, would eagerly seize on a new volume or a book of drawings and scan them with an eye which had lost none of its fire.

Long ago, members of the family resided in handsome houses in and adjacent to Arwenack Street, † and Bank House was the scene of the reception of the young Queen of Portugal in 1828, an affair which made a great stir in the town, and will bear relating since it was a gay scene.‡ Flags fluttered, guns were fired, and the little Queen, accompanied by Lord Clinton, was brought on shore at the Custom-house quay from the

\* *Catalogue of the Works of Robert Were Fox, F.R.S., and a Sketch of his Life*, by J. H. Collins, F.G.S., 1878.

† In 1771 Mr. G. C. Fox, Sen., leased "Cock's great house" in Arwenack Street, a spacious dwelling, which still stands, although the windows have apparently been modernised, and the lower rooms altered into a shop. This lease he renewed in 1775, when a sad misfortune befel him in the loss of two sons in a great storm on the coast of Holland, one of whom—William Were—was a life on the lease in question. He selected with rare wisdom, and acquired in 1771, the land on which Grove Hill House was built, taking it on lease for sixteen years, after which it became family property. He died in 1781. In 1789, Mr. Davis wrote that Mr. George Croker Fox, his son, had just sent him for his perusal an application to Sir John Wodehouse for "inserting a Clause in the new lease of his Elegant House lately built." June 16, 1789, "Mr. G. C. Fox is removed into his new Built House."

‡ A painting of this scene done at the time by a mason, is still in existence, and is now in possession of Mr. James Gutheridge of Killigrew Street.

frigate in a gilt barge. She was attracted to and delighted by the group of young girls (one of whom was my late lamented mother), who, dressed in white, and said to have looked "most lovely and interesting" strewed flowers in the path-way of the girl-Queen, and followed her to the home of the hospitable Quaker lady, Mrs. Elizabeth Fox, the widow of Mr. Robert Were Fox, Senr. And the little girl was not allowed to depart from thence without being presented with a Portuguese Bible handsomely bound in red morocco, for the Friends, more than most people in those days, loved religion and dwelt much on things of the spiritual life.

The visit of the Queen and Prince Albert in 1846, and the vain endeavour of Mr. Alfred Fox to cast a seine and draw in a netful of fish for the amusement of the Royal lady are also things remembered in which the same family took an active part.

Early in the century, Miss Mary Fox, who lived partly at Penjerrick, and partly in the town, above Swanpool Street, was the only person in Falmouth possessed of a sedan chair, and the old lady was carried about in it when in Falmouth by a couple of stout porters from the quay below. Before this a coach was just as rare, and attracted a crowd when seen in the streets.\*

Strange as it may now seem, the gardenless homes of the town surrounded by neighbours were much beloved, and it seemed a wrench to move ever so little farther afield. An old letter of Mrs. George Croker Fox about 1788, describing a visit of Lord North to Falmouth (he had arrived in one of the Packets), states: "My husband is now digging the foundation of a new dwelling" . . . (Grove Hill.) "I have been of late a little intimidated at the view of residing in the Country

\*Mr. Fox was owner of one of the first coaches or carriages in Falmouth.





ROBERT WERE FOX, F.R.S.

so many allarms in the House-breaking way, etc., have been given : of the attempt made upon our Office thou hast doubtless heard, very little loss was sustain'd, but it has much injur'd the Nightly peace of my Mother who is naturally fearful." Nevertheless, when the new home was ready, they found its advantages, and settled comfortably, undisturbed.\*

Of alarms, they had, however, in these days, more than one kind—thieves at home and enemies abroad. A letter of Mr. Joshua Fox, Senr., dated August 16, 1779, vividly sets forth the tribulations which beset "old Falmouth," which had many scares, and much excitement. "You will no doubt be much surprised when I tell you the consternation we were all thrown into last night by the appearance of the French Fleet off this Place, and some of the Frigates so near as three miles off the Castlehead. At about 6 a.m. we first discovered them from the Hill as Mr. Bell and myself were looking at three Ships going as we imagined to join the Fleet and really were so, but they could not get past, as the enemy extended almost across the Channel. The *Marlborough*, *Iris*, and *Southampton* were the Ships going to join Sir Charles Hardy, and the *Iris* had a narrow escape of being taken. About ten o'clock an Officer from the *Southampton* came here with a confirmation of what they were, of which I was well assured the moment I discovered them with my glass, and to proceed immediately to Penzance to get a Vessel to carry a Dispatch to an Admiral who was cruising from ten to twenty Leagues off Scilly. Plane is gone from hence in an open Shallop and as we have heard of his passing the Lizard am in hopes he will reach the Fleet to-night, the wind being Southerly, how they

\*I should state that the interesting extracts given here were made from family letters examined by Mrs. Howard Fox, and that Mr. Robert Fox has since kindly given his consent to their being printed.

could have got here without our Fleet seeing them is astonishing. You will expect I should say something about their Number and Force to neither of which I can assert positively except that the Officer of the *Southampton* told me he counted last night at 7 o'clock from the Mizzen top-mast head seventy-six sail, and from the number of small vessels which I could see with my glass which I imagine consisted of about 26 sail, I therefore think I may venture to say they do not consist of less than fifty sail of the Line, which God knows is enough. Yet I flatter myself we shall be a match for them as we have such a number of Capital Ships, altogether 38 Sail of the Line, 10 frigates, Fire-Ships, &c., &c. The enemy now extend from the Manacles to the Deadman's Point, and I now see eleven sail of large Ships from the Hill. Their intentions cannot yet be discovered. The *Grantham* is put back," (one of the Packets).

Another letter of the date of 1780 gives an account of happier events. "The East India Fleet consisting of two Ships and a Frigate with two fleets from the West Indies as well as one from Oporto bound home are all come in to our Port except a few from the Leward Islands which are gone up the Channel. Our harbour looks quite Chearful with about 200 sail of Vessels in sight from our House. They have lost but one Vessel which was a Transport sunk in the Storm, most of the Men were saved, the fleet are very valuable, the Town is full of Passengers from the fleets. Plane took a small Privateer that was between the fleet and our Castle, they were so near that we heard every Gun from our Parlour. . . Thy affectionate brother, Joshua Fox."

And once again in the same year he writes to tell his brother what was going on, having been evidently interested and almost excited by these naval affairs.



August 17th, 1780. "On Thursday the *Flora* Frigate of 40 Guns brought in the *Nymph*, french Frigate of 36 Guns, which she took after a stout resistance of near two hours, they fought some time within Pistol shot, but the latter part of the engagement they were so near that they could not fire the great Guns, but were obliged to use small arms and Pikes, the French lost her Captain, two Lieutenants and near forty others killed and a number wounded, in all supposed to be about 120. Ours lost about 10 killed and about 18 wounded ; among the killed was a Midshipman. The French vessel is exceedingly shattered, one shot carried off all the Muzzle of one of their Guns ; others (went) through their Decks ; but one Lieutenant and one Midshipman unhurt out of all the Officers. She is a very fine Vessel. No other news. The Grand Fleet passed by the harbour for Spithead last evening. Thee must excuse a short letter as it's late, and I am obliged to dress to drink tea with the Ambassador at his lodgings."

Among the old family letters is one from a daughter of "David Barclay in Cheapside, giving an account of their Majestys' entertainment at her father's house on Lord Mayor's Day, in London," in 1761. This, though not an "old Falmouth" event is sufficiently interesting, written as it is with all the freshness of the recent stir of the reception, to be referred to in connection with the Friends, especially as the name of Barclay has long been known in the neighbourhood.

George the Third and his Queen, Charlotte, Princess of Mecklenburg, were paying their state visit in procession to the City, shortly after he had ascended the throne. Mr. Barclay's house was a halting-place where a collation was prepared, and the whole family united in doing the honours, and were immensely pleased with the gracious manners of royalty. Little Patty, one of the grandchildren, was introduced to the Queen, and



remembering her "instructions," kissed her hand and behaved so prettily, that her Majesty was enchanted. "On her return to the drawing-room such a report was made to the king, that Miss was sent for again, and she was so lucky as to afford his Majesty great amusement in particular by telling him she loved the king though she must not love fine things, and that her Grandpapa would not allow her to make a courtesy!" The latter relates how the Queen took tea and was escorted to the coach by the writer's brothers, and describes her attire. Her hair was of a light colour in ringlets with a circle of diamonds, she wore a dress trimmed with gold and silver, and a train supported by a little page in scarlet and silver. "The lustre of her stomacher was inconceivable, being one of the presents she received whilst Princess of Mecklenberg, and having a vast profusion of diamonds on it."\* Her Majesty, as a foreigner, expressed deep regret at being unable to converse with them.

Among other good works the Fox and Tregelles families established in 1790 a Sunday School, and "sent the children to church in a decent manner"; also a school of industry for the very poor, mostly girls, to learn knitting, etc. These were maintained by subscriptions, and some sixty children were employed.

One Consulship held by the family deserves special mention. In the possession of Messrs. G. C. Fox and Co., there are Letters Patent bearing the signature of George Washington, and dated at the City of Philadelphia, May 30th, 1794, appointing Robert Were Fox Consul of the United States of America for the Port of Falmouth. He was succeeded by Robert Were Fox, his son, whose appointment bears date September 2nd, 1815, and is signed by James Maddison and countersigned by James Monroe, Secretary of State. The

\* George the Third was said to have spent £80,000 on these diamonds.

successor of the latter was his brother, Alfred Fox, who was succeeded by his son, Howard Fox, the present holder of the office. This is the only instance of the American Consulate remaining in the same family since the appointments made by Washington.

In the year 1814 occurred the terrible wreck of the *Queen* transport,\* returning from Spain with invalid soldiers who had fought with Wellington's army, and women and children. Insufficiently anchored in Carrick Roads, in a gale from the south-east—a dangerous quarter for the outer harbour—she drifted on the rocks at Trefusis Point, and broke up, nearly two hundred persons being drowned. Mr. George Croker Fox, Senr., at that time rented Trefusis, and on hearing of the disaster, at once repaired to the place, accompanied by his clerks and servants, and did all that was possible to rescue the unfortunate people struggling in the water, the house at Trefusis being thrown open and all the aid he could offer being given to the survivors. There seemed to have been no life-belts, and the scene was one of indescribable suffering. Mr. John Plomer, the farmer at Trefusis, risked his life in assisting many of the poor people to land who just managed to reach the rocks but who were too exhausted to make any further effort. One Lieutenant Daniel, of the 30th regiment, lost his wife and five children on that night.

Another calamity, which took place a few years later, also cast its shadow over Falmouth, and was met by the same intense sympathy and helpful efforts. In 1825, the destitute passengers of the East India Company's Ship *Kent* were landed at Falmouth, in need of almost all the necessaries of life, and Mr. Barclay Fox stripped off his waistcoat to clothe a shivering stranger, while Mr. William Crouch, another Friend, offered his

\*A fine print of the ship is in the possession of Mr. Rowe, of Lower Killigrew Street.

own shoes to a lady who stood with bare feet. But all Falmouth united in showing hospitality to the people who had met with this terrible disaster. Some of the sufferers were half-naked, and must have appealed to every heart, and the scenes they went through in the burning ship have become a matter of history. With incredible recklessness the East Indiaman (containing in all 641 persons of whom 80 perished), was loaded with 500 barrels of gunpowder and several hundredweight of highly explosive percussion powder, and as the flames advanced, and the pitching of the vessel rendered the conveyance of the boats to the *Cambria*, which stood off to rescue, slow and laborious, the suspense was terrible. The story (published by the *Religious Tract Society*), is related by General Sir Duncan MacGregor, K.C.B., who was on board, and who paid the highest tribute to the ladies of Falmouth, especially those of the Friends. It suffices to say, since the account has been published at length locally, and as above, that the majority of those on board the *Kent* were happily saved, but underwent great suffering in the *Cambria*, 600 persons being brought home in a vessel of 200 tons. A large silver medal was struck by the inhabitants of Falmouth, Truro, Helston, Penryn and St. Ives, in commemoration of the event, designed apparently to be bestowed on those who had shown conspicuous bravery in rescuing the sufferers. One of these, unclaimed, came into the possession of Mr. Nathaniel Fox, who has kindly allowed it to be photographed for illustration.\*

Among other benevolent actions the Fox family greatly exerted themselves in 1807 in behalf of William

\*On the walls of the Parish church may be read a brief reference to a similar and later disaster, in which "William Symons, who commanded the Royal Mail Steamer *Amazon*, destroyed by fire in the Bay of Biscay on her first voyage to the West Indies, Jan. 4, 1855," lost his life (as did others,) "in the discharge of his duty."





JOSEPH FOX, SENIOR  
Surgeon.

From an Oil Painting.

Wilberforce's election for Yorkshire, on account of his opposition to slavery, and received from him cordial thanks.

A story is told of Mr. Joseph Fox, the surgeon, of Falmouth, (ancestor of Mr. Nathaniel Fox), which illustrates his firm adherence to the principles of the Friends. He held shares in some revenue-cutters, but on finding they were to be armed for privateering purposes during the war with America, he declared :— "Privateering is a practice I detest and abhor ; nor shall a penny obtained by that means ever enrich me or my family." On the return of the vessels he claimed his share, placed the money aside for the purpose of returning it, and sent his son, Dr. Edward Long Fox, of Bristol, to trace out the original owners. The money, amounting to some £2,300, was after much trouble restored in 1784. This is the true version given by his son Dr. Joseph Fox, and published in the *Youths' Instructor and Guardian* (1828), of an incident which has been more or less incorrectly referred to, and which illustrates the aversion of this true-hearted Friend to the practices of warfare. Dr. Joseph Fox resided at one time at Wood Cottage, Restronguet, a beautifully laid out place, now called Greatwood.

It should be recorded here that it was through the private enterprise of the firm of Messrs. Fox that the telegraph was carried down to the Lizard, and a station established there. This was, however, later on, taken over by the General Post Office, which gave the firm compensation.

A list of the various literary and scientific works and articles written by members of this family, published, or printed for private circulation, would fill many pages. Among them are the various contributions to scientific research from the pen of Mr. Robert Were Fox, of Penjerrick, the *Illustrations of Greek History and Anti-*

quities of Miss Anna Maria Fox, translations from Italian works by both the sisters, Anna Maria and Caroline, translations of Greek Plays by George Croker Fox (the third), and medical treatises by other of its members. It would require an intimate knowledge of the various authors and the subjects of which they treated to do justice to their mental gifts, and their endeavours to promote an intellectual life in what was once a remote part of England.

Falmouth had no newspaper of its own until 1855, but announced and derived its news from a paper called the *Cornwall Royal Gazette, Falmouth Packet, and Plymouth Journal*. The press of the day contained at times some quaint reports. Among them I cannot forbear to select the following (1827), headed "*Mermaids on the Coast of Cornwall,*" although these amiable creatures were not "old Falmouthians." "The following most marvellous statement has been published in the *Plymouth Journal* and copied into other papers. A correspondent writes to the *Plymouth Journal* to say—'Within these last two or three days there have been several Mermaids seen on the rocks at Trennance, in the parish of Mawgan.' . . . A young man heard 'a screeching noise proceeding from a large cavern,' and on investigation discovered it to 'proceed from Mermaids.' He grew circumstantial as he enlarged upon the occurrence and related that 'two of the Mermaids were large, about four and a half to five feet long.' In the same Journal of July 14th, this was gravely corroborated by someone who wrote that they were 'exactly like Christians.'"\* Will anyone undertake to find mermaids in a cavern at Mawgan now?

An odd record was made early in the last century to the effect that in calculating the returns of the popula-

\* These "Christian" mermaids were evidently seals, which occasionally appear on the north coast.



tion in Falmouth in 1811, numbering some 6,000 persons, "it appears that about *three-fifths of the population are females.*" To this is added that "out of twenty-three persons who had exceeded ninety years of age, in a period of thirty years, *seventeen were females.*" Women scored indeed! But did they forget the gallant sailors at sea? The same condition prevailed in 1743, when Mr. Abraham Hall wrote that "Ladies were plentiful and good husbands scarce in this town of ours."

The Bulls—old Falmouthians also, who follow in order of date,—have been referred to in the preceding chapter.

For a short time John Opie as a youth resided at Falmouth, leaving for London with Dr. Wolcot in 1781. Dr. Wolcot and Mr. John Penwarne, of Penwarne, and his brother, were among his earliest friends, and to Mr. Penwarne the artist addressed a warm letter of thanks in 1782. During his residence in the town and after he was more widely known, he painted several portraits of persons in the neighbourhood, those known being members of the Penwarne family, Henrietta, daughter of Mr. George Bell, the Rev. Edward Walmsley, Mr. Peter Bown Harris, of Rosmeryn, Mr. Lewis Charles Daubuz, Mr. Robert Were Fox, Senr., Captain John Goodridge (as already mentioned), Lieut. George Bell Lawrence, R.N., Captain Mark Oates, of Pendennis Castle, Captain John Peters, R.N., of Penwarne, Captain Lovell Todd, Captain James Bull (H.M. Packet Service), Dr. Cornelius Cardew, D.D., of Truro, Mrs. Catherine Eycott Bulkley, and Mr. John Vivian, of Pencalenick. Born at St. Agnes, his boyhood spent in obscure life, he subsequently became a fashionable artist, who was welcomed by Sir Joshua Reynolds, presented to King George III., enrolled among the Royal Academicians, and appointed to the Professorship of Painting. He painted the portraits of Johnson,

Mrs. Siddons, Hannah More, and many persons of rank, and his pictures included also some historical and poetical subjects. His London career is too well known to need further reference in pages devoted to local items and histories, and it suffices to say that his abilities were remarkable and embraced a good deal more than artistic genius. On his mother's side he was descended from an ancient Cornish family, and although his father was in an obscure position, it is said he belonged to a younger branch of the Opie family. Many still bear the name, variously spelt, and the main branch was of good standing, though I am unable to give its history or vicissitudes.

Dr. Wolcot, Opie's early patron and friend, who also lived in Falmouth for a short time, leaving for London in 1781, was many times painted by the artist, but the doctor's residence in the town was too brief to connect him with it, or it might have possibly come in for a share of that satirical wit which, though admired by some, offended others. He was, in fact, styled by Sir Walter Scott as "the most unsparing calumniator of his time." Opie evidently revisited Falmouth, as on one of his portraits is recorded "Painted at Falmouth in 1785."

Mr. Tippet, the Town Clerk, and attorney as he was then styled, was a well known figure in Falmouth in old days, and one of the residents of Arwenack Street. He married in 1779 Harriot (so recorded) Bell, daughter of Mr. George Bell. His elder sons James and Charles took the name of Vivian, being heirs to the Pencalenick estate through the maternal side. Strangely enough none of the four sons came into the property, which passed to a cousin of the same name, and is now owned by Mr. Michael Williams. Mr. Wilson L. Fox is the last representative of the old firm, which was originally "Tippet, Bull and Tippet," then Bull (James), then





MRS. ELLIOT.



THE KENT MEDAL.

Tilly,\* then Tilly and Sons, then Tilly (Harry) and Fox, and is now Fox (Wilson Lloyd).

The much-esteemed Mr. Banfield, the banker, died in 1823, at the age of eighty-six, greatly regretted, as the tablet to his memory in the church records; he was a man of generous disposition, and the inhabitants of Falmouth, on his decease, testified their respect for him throughout the town.

The name of Downing runs so persistently through the Parish Church Register from its earliest date, that I desired to obtain some data respecting the family, but on application to an aged member of it, a cousin of Mr. J. C. Downing, of "London House,"—the Rev. S. P. Downing, Vicar of Sutton Waldron,—I found to my regret that he possessed no information of special interest, the main fact being that as continuous residents within the parish, the Downings are apparently the oldest Falmouthians.

Some active-minded folk were ever being drawn from time to time to the town, who contributed to its welfare. The first printing-press in Cornwall was established by Mrs. Elliot, of Exeter, the great-grandmother of the late Mrs. Genn, who always admired the enterprise and ability of her ancestor. Possibly it was at this printing press that the Falmouth Bible was printed in the year 1800. It was begun at Helston and included only the Old Testament. Copies are scarce, but one is in the possession of Mr. Nathaniel Fox, and another is or was owned by someone in the town whose name I cannot discover.

\* Tobias Harry Tilly, eldest son of Captain John Tilly of the Packet Service, who entered into partnership with James Bull, Jun., of Boslowick, and married his daughter Henrietta. He bought Tremough and made an enthusiastic effort to promote the Falmouth Docks, which, however, proved a very costly affair for a place no longer in the heart of the shipping business, and unfortunately embarrassed him.

Mrs. Genn's father, Mr. James Cornish, charmed the late Lord Beaconsfield (then Mr. Disraeli), who filled a letter about him in 1830, while detained, as frequently happened to passengers, at the Royal Hotel, for a Packet to Lisbon. "Here at Falmouth," he wrote, "which, by-the-bye, is one of the most charming places I ever saw (I mean the scenery around), I met a Mr. Cornish, who I believe is a medical man here, and one of the Corporation. . . . Would you believe it, he has every one of my father's works,—except 'James' and 'Charles,' which however he has read through the book society, interleaved, and full of MS. notes and very literary ones. He has even the Bowles and Byron controversy all bound up with the review, and a MS. note to prove that Disraeli was the author of the review from parallel passages from the 'Quarrels,' etc. You never saw such a man. He literally knows my father's works by heart."

The letters that Mr. Disraeli wrote are full of vivacity, and witty description, and no one would guess that they came from the pen of a person who fancied his every prospect in life was barred out by ill-health. They have since been published under the title of *Home Letters*, by Murray.

Mr. Cornish's only daughter, the late Mrs. Genn, was an artist of no ordinary ability, her paintings, chiefly of flowers, having been exhibited in London, Plymouth, and at the local exhibitions. Her brush, too, was ever at the service of the cause of charity, to which she devoted much time, being greatly interested in temperance work and many organisations in the town for the benefit of the poor. Few have been so generally beloved by all classes.

Mr. Cornish (M.R.C.S.), was born in Falmouth in 1792. His father was a merchant captain, who was taken prisoner by one of the numerous privateers,

and died in a French prison. His brother was secretary of the Reform Club, and lived in London during the greater part of his life. Mr. William James Genn, who married Mr. Cornish's daughter, was among those whose portraits adorn the walls of the Town Hall. The portrait was presented to him by Lord Northbrook (formerly Mr. T. G. Baring, one of the members for Falmouth, elected in 1857), and the inscription states that it was "Presented to William James Genn in commemoration of his long and valuable services as clerk to the following authorities: Falmouth Union, 50 years; County Justices (acting for the division of East Kerrier), 42 years; Town Council, 36 years, Borough Justices, 23 years. Dated 30th day of September, 1887."

A friendship founded on mutual regard and esteem arose between Lord Northbrook and Mr. Genn which lasted to the death of the latter in 1890, and singularly enough the portraits of both still remain opposite each other in the Town Hall. Mr. Genn's grandfather came to Falmouth from America in the latter part of the eighteenth century, his family—of Yorkshire descent—having emigrated from that county at the time of the *Mayflower* expedition and in connection with it. Several instances of the name are still to be found in Massachusetts. Unbefriended, he entered into some simple business venture in the town, and his son James, who became a partner of the Pender firm of solicitors, and was Deputy Town Clerk, married Miss Hawke, of the old family of Hawke of Mount Hawke near St. Agnes. Of his three grandsons, one, John Hawke Genn, held for many years an appointment in the Custom House at Liverpool, another, James, went out to Brazil and died there, while William James Genn became the well-known solicitor and Town Clerk of Falmouth, in whose public matters he took a



deep interest. Mr. Genn's desire to become a barrister, —a branch of the legal profession to which he was greatly drawn in his earlier days,—had to remain an unrealised dream, notwithstanding opportunities, owing to his father's ill-health, and he remained in Falmouth leading possibly a less ambitious, but a busy, useful, and honoured life.

The house in the Woodlane was one of those in which the tenant or leaseholder was bound by a clause in the lease to grind corn only at Sir John Wodehouse's mill, the Manor mill.

Among Mr. Genn's papers were preserved copies of the Killigrew MS. and some satirical verses by John Reynolls, who died in 1827, aged 58. A note attached to the MS. states that Reynolls "was a man of great mental cultivation, familiar with the Italian poets and largely self-taught." Like Dr. Wolcot, though of lesser fame, he was however, apt to satirise his neighbours, a performance which is naturally unpopular, and his friends in the place were confined to a few persons who understood him and escaped the shafts of his rather reckless pen.

The gifted son of an old Falmouthian (John Jeffery, who owned property in the High Street), Henry Martyn Jeffery, M.A., F.R.S., deserves mention as one who distinguished himself in scholarship. He was born in 1826, at Lamorran Rectory, where lived his grandfather, the Rev. W. Curgenvin, who married the sister of the well-known Senior Wrangler, Orientalist, and Missionary, the Rev. Henry Martyn. He was for seven years at the Falmouth Grammar School, and later on graduated at Cambridge, and came out sixth wrangler in the mathematical tripos, taking his degree shortly afterwards. For a considerable period he was head Master of Cheltenham Grammar School, a post he resigned in 1882, when he came to Falmouth to reside,

and to look after the freehold property which his father had held in the town. It was as a mathematician that he was chiefly known, through engaging in very abstruse investigations, and in 1880 he was elected a Fellow of the Royal Society. His interest in the Polytechnic Society, and the Royal Institution of Cornwall, with its antiquarian researches, brought him in contact with many in this part of the county who appreciated his talents and the valuable help he gave in various scientific matters.

He died in 1891, and his aunts, the Miss Curgenvens, presented a fine collection of books from his library to the Royal Institution of Cornwall, in addition to which his mathematical library, consisting of some two hundred volumes, was added by Mr. George Pooley, of Falmouth.

The name of Jeffery first appears in the Falmouth Parish register in 1684.

The family of Tregelles resided in the town for a long period. Dr. Samuel Prideaux Tregelles, LL.D., who was born at Falmouth in 1813, was its most distinguished member. His great life-work was the investigation of the Greek text of the New Testament, and he spared neither labour nor expense over it, examining various European libraries. He wrote a valuable work on the *Canon Muratorianus* and was invited to join the Committee for revising the Authorised Version of the New Testament. He was awarded a pension by the Government, from the Civil List, and died at Plymouth, where he resided, in 1875.

Falmouth has produced artists of note in days long before the "Newlyn School," and its kindred spirits in this neighbourhood came to the front.

The name of James G. Philp is known far a-field. He was a student of the Royal Academy, and a member of the New Water Colour Society in London, and his

drawings and paintings are very numerous and many of them, the later ones—which were marked by greater spirit and originality—very fine. I remember seeing two before they were sent to London for exhibition, priced at seventy guineas each, which represented rugged Cornish headlands and the sea beneath, to the life. I have reason to be grateful to his brush, since the first thing I look upon in the morning is a lovely sketch of a summer dawn on the Devon coast—a faithful study from nature in one of her most pleasing moods. No less gifted—in music—was his cousin Elizabeth Philp, the daughter of James Philp, of Falmouth, whose beautiful songs may be said to have been sung round the world. Mr. Philp possessed so much native musical talent, that it is said he would have succeeded in music equally well as in art.

The Philp family engaged in printing, publishing, and literary work, in Falmouth and in Bristol, and some of its members entered the Unitarian ministry—one, the Rev. John Philp being thus engaged at Ipswich. He was the originator of the London Missionary Society. The Rev. William Pellowe Philp, his brother, was, however, curate of St. Columb Major.

Robert Kemp Philp, the brother of the artist, was born at Falmouth in 1819, and was one of the editors of the *Home Companion* and *Family Friend*, and the author of the well known works *Enquire Within upon Everything*, *The Reason Why*, the *Dictionary of Daily Wants and Useful Knowledge*, as well as a *History of Progress in Great Britain*, and various panoramic railway guides, and poems.

One hundred years of uninterrupted residence in Falmouth must necessarily bring the Broad family within the scope of this chapter, even though they settled in the town just after the eighteenth century had closed.





ROBERT RICHARDS BROAD.

From a Photograph by W. M. Harrison, Falmouth.

Messrs. William Broad and Sons, mercantile and shipping agents, were the first agents for Lloyds in the United Kingdom, showing that Falmouth was recognised as an important port.

Mr. Robert Richards Broad, Senr., was one of the most active public men in Falmouth. Always cheerful and kind-hearted, helpful and energetic, he was the friend of everybody. I remember paying a summer visit to Falmouth during his life-time, when uncertain weather marred various excursions we had planned. Mists blew along the coast, the lovely views were obscured, and ducks went quacking down the rivulets in the street, for at that time somebody kept ducks in Church Street, where we had rented a house, (then no easy matter to arrange), and the street still contained some good old residences. Emerging from our front-door in water-proofs we encountered Mr. Broad, and bemoaned the aspect of affairs. "Oh!"—said he in his cheery way,—"don't be troubled. It's going to clear, see, there's a bit of blue sky up there!—we shall have good weather soon!" And so we did. I always remembered that happy view of the "bit of blue sky" amid the clouds as characteristic of the seer.

Mr. Broad, born at Penzance in 1797, was the eldest of three sons, their father, William Broad (also born at Penzance in 1772), having been a captain in the Merchant Service, who distinguished himself by conveying the British Fleet during the war with France, a deed which was mentioned in the *Naval Chronicle* at the time. He was educated at the Truro Grammar School. He it was who became agent for Lloyds in 1809, and established with his sons Robert and William, the firm as above-named, the youngest, Alfred, settling in Plymouth as a wine merchant. For fifty years Mr. R. R. Broad was consul for the Netherlands, and presented the Leyden Museum with a cabinet of

Cornish mineralogical specimens. He was a popular and very influential man in the town.

Mr. Robert Broad's three sons, William, Robert, and Sydney, resided uninterruptedly in Falmouth, notwithstanding the decline in shipping, and also in mining interests, in which they had invested, too readily, considerable sums of money, after the days of rapid fortunes and successful speculations had passed away. No doubt the temptation was great. I remember hearing of the extraordinary dividends received from the Tresavean mine\* by the shareholders, who used to assemble at dinner, and bear away well-filled pockets. The very name of the mine is now almost forgotten.

Their brother, Rear-Admiral George Doherty Broad (born in 1829), has recently retired from the superintendence of the Humber training-ship *Southampton*, a post he had held for twenty-one years. He took part in engagements in the Crimean war, and received various medals. Mr. Sidney Broad was designed for the Marines, but the numerous applications of the sons of naval officers barred out those of civilians, and he joined his grandfather's firm instead.

For two generations the Broads were consuls for various places, and received orders of knighthood and other marks of appreciation for valuable services rendered, and the name of the family has been long interwoven with the events of Falmouth. One only, Cecil Robert, a son of Mr. Robert Broad, Junr., represents the firm at the present time, but the name is likely to be borne for many a day in our neighbourhood.

"Devonshire" is a surname to be found rather far back in Falmouth history, and no doubt it was a member of this family, one Charles Devonshire, born in 1783, who

\* Mining was a very tempting speculation in those days. The mine in question, for instance, gave the adventurers nearly £350,000 in eleven years.



produced various pieces at the local theatre of his own composing. He died in America. I might add here that John Harris of Camborne, the gifted Cornish miner, called the "Cornish Poet," wrote most of his poems in Falmouth.

Our present Mayor, Dr. William Banks, has long been linked with the town, his grandfather having been a merchant-captain who owned a small fleet of vessels which proceeded to and from Penryn. How many did not the sea attract—and the fine harbour—to try their fortunes in Falmouth!

A few words more and these brief records must draw to a close.

The Coope family did not belong to Falmouth, nor did they become connected with it until 1838,—but the tragic incident with which the new Rector's residence in the place commenced deserves mention, having been related to me by an eye-witness of the occurrence. After service in the Parish church on Good Friday in that year (April 15), Mr. Coope's father returned with his grand-children, driving a spirited mare, which from some cause took fright and bolted down the Woodlane towards Grove Hill. The fear of the steep descent down Swanpool Street induced the old gentleman to do his utmost to guide the frightened animal towards the large trees near the entrance-gate of Grove Hill, and in this he succeeded. But the horse fell with a crash,—killed I believe on the spot,—and overturned the gig, violently throwing Mr. Coope on the road. He was taken up in a senseless condition, and died on the Easter Sunday following. The children were unhurt, but the affair threw a gloom over the place, and the event occurred at the very time his son was reading himself in as the new Rector. A long inscription in the church records the occurrence.

The purchase of Gyllingdune, and the building of the house there, the subsequent building of Highbury (then called Howberry) House, in the Woodlane, and the sale of the advowson,—some thirty years later—which closed the connection of the family with Falmouth, are all more or less remembered.

There must be other old names, and no doubt interesting histories, which I have failed to obtain ; But if incomplete, this chapter will preserve a few memoirs of persons and families long connected with Falmouth, and who are for the most part still represented in the town and neighbourhood. Falmouth has been a “place beloved” by many, and those who have wandered away and far afield have returned again,—drawn by its temperate climate, home-like surroundings and old and valued associations.

## APPENDIX.

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*Note.*—These notes consist of items of history concerning places, events and families, which I have come across from time to time, or which have been mentioned to me. They are therefore by no means inclusive in the case of family histories. I have made no attempt at any regular pedigrees nor would they be suitable to a work of this kind. I have often thought long pedigrees are of two kinds, the direct line, and the “all round,” which include all ancestral ramifications. The preservation of the paternal name only, and the ownership of land, determine the first; while the second means all who have contributed to the family tree. Counting back a few generations it will be found that the grandparents spread out like a fan. Few are the families without an “earl” or his equivalent, and a churl in their lineage.

Three things usually cause another kind of descent in families of standing,—ill-conduct, the mortgaging and sale of land, and marrying out of their class. Again, the heirship of the eldest son presses hardly on the younger members of large families, who are often poor, and thrown out of the circle in which by birth they are entitled to mix. Family vicissitudes from these causes would fill volumes.

The omission of “arms” after any family record merely indicates that I have no information.

### MAPS OF FALMOUTH AND THE NEIGHBOURHOOD. (*Page 7*).

The map I have given seems the earliest known, dating in the reign of Henry VIII. It will be seen that Arwenack House is drawn, but not the Castle, so that the map must have preceded the building of the Round Tower. Henry VIII. died in 1547. The map includes Glasney College. It has been copied from an original in the possession of the Rev. E. Hensley, late rector of Parkham, Devon, and now of Penmorva, near Falmouth.

1580. (Burleigh's), a map of Budock and Mylor is in the British Museum, which includes Glasney, the Round Tower of Pendennis, and Arwenack House—still the only one built (mentioned by Jeffery and reproduced by him in the *Journal of the Royal Institution, Cornwall*. See page 7).

1597. *Boazio's* map, which gives the river Fal, etc. (mentioned by Jeffery, and reproduced by him in the same *Journal*).

1613, or later. A map of Smithike, preserved in the Manor Office, in which the inns appear mentioned in page 32. (Also reproduced by Jeffery).

1690. A map in the possession of Mr. W. Tolmie Tresidder (original), of "all the lands of Sir Peter Killigrew in the parishes of Falmouth, Budock and Mylor." The map is on thick vellum and bears the date of 1690. It is in excellent preservation except that a portion of one of the two sheets showing the Mylor lands has been cut out—possibly when the lands were sold. This map shows Swanpool with the swans, the vessels in the bay and harbour, some of them apparently saluting, the old Arwenack avenue, as well as the church, quays, and Bar mills. Mr. Tresidder is the last of three generations of solicitors, the name appearing in the Law List of 1790. His uncle was also a lawyer. The family appear to have been large leaseholders in the time of the Killigrews.

1691. Another map of Falmouth, which shows a great increase of houses, with the church and spire; also Jennings' (Corker's) large house with a wing on one side, and garden and summer-house, standing on the left of the Market Strand. This was drawn by George Withiell. (Also reproduced by Jeffery in the same *Journal*).

#### PENWARNE. (*Page 7*).

A member of the ancient Penwarne family parted with nearly all his lands several centuries ago, and the last representative, Mr. Peter Penwarne, died in London in 1836. Apparently it was let, as a Mr. Fortescue seems to have resided there about 1760. The estate was purchased by Mr. Michael Nowell of Falmouth, in the latter part of the eighteenth century. (See *Nowell, Usticke*).

#### THE EARLY HISTORY OF THE KILLIGREWS. (*Page 10*).

Ralphe Killigrew was Lord of Killigrew in St. Erme, *temp.* Henry III.; then came John Killigrew of Killigrew; followed by Otho; John Killigrew succeeded Otho, and then came Symon

of "Arwinnack," the great-great-grandson of Ralphe, who married Jane, daughter and heiress of Robert, Lord of Arwenack. His son Thomas was succeeded by another Thomas, who in his turn was succeeded by John (died 1536). After him came

Thomas, his brother  
 ↓  
 John, *m.* Jane, dau. and co-h. of John Petit.  
 ↓  
 John, *m.* Elizabeth, dau. of Jas. Trewynard, first Captain of  
 [Pendennis Castle.  
 ↓  
 John, *m.* Mary Wolverston.  
 ↓  
 John, *m.* Dorothy Monk.  
 ↓  
 Sir John Killigrew, Kt. (Siege of Pendennis Castle), *m.* Jane  
 [Fermor.  
 ↓  
 Sir Peter (Post), younger brother of Sir John, second baronet  
 (inherited from his uncle, Sir Wm. K.), *m.* Mary Lucas.  
 ↓  
 Sir Peter, Baronet, *m.* Francis Twysden.  
 ↓  
 George Killigrew. Anne, *m.* Martin Lister. Frances,  
*m.* Richard Erisey.  
 ↓  
 Mary *m.* Col. J. West.  
 ↓  
 Frances *m.* Honble. Chas. Berkeley of Bruton Abbey.  
 ↓  
 Sophia (only child and heiress), *m.* Sir John Wodehouse,  
 [created Lord Wodehouse 1797.

I must state, however, that in the earlier part of this pedigree, there are different versions.

The Killigrews and the Eriseys (Eryssys) are among the extinct Cornish families.

The following entries relate to the former family in the Falmouth church register; commencing in 1664:

## BAPTISMS.

1665. March 16, Frances, daughter to Peter Killigrew, Baronet, by Lady Frances, his Wife.

1680. August 18, Peter, the sonne of Sr. Peter Killigrew, Baronett, by Lady Frances, his Wife.

1686. October 12, Peter, son of Mr. George Killigrew, the son of Sr. Peter Killigrew, Kt. and Bart., by his wife Anne, ye Daughter of Sr. John Seyntawbyn, Bart., was baptised 8ber. 12.

## MARRIAGES.

1686. Ap. 20. Richard Erisey, Esq., and Frances, dau. of Sr. Peter Killigrew, Kt. and Bartt.

1689. Feb. 28. Martin Lister, Esq., and Anne, daughter of Sr. Peter Killigrew, Kt. and Baronett, Married.

## BURIALS.

1680. Nov. 25. Peter, sonne of Sr. Peter Killagrew, Baronet, by Lady Frances his wife.

1686. Mar. 8.\* Peter ye son of Mr. George Killigrew.

1687. Mar. 23. George Killigrew, Esq.

1704. Feb. 1. Sr. Peter Killigrew, Kt. and Bartt.

1711. Ap. 25. Frances, Lady Killigrew.

1727. Sept. 27. Añe ye wife of Martin Killigrew, Esq.

No monument, not even a name—is to be seen within the church built through the efforts of this family. With regard to these entries, it appears that the second Sir Peter Killigrew was stated to have been a baronet so early as 1665, erroneously, if Sir William Killigrew (from whom the baronetcy was derived) lived until 1678, as stated by Mr. Martin Killigrew. Burke assigns the date of his death to the year 1665; so also Jeffery, and if Burke is correct, the baronetcy must have passed to the first Sir Peter (Sir William's brother), who died in 1667. In either case the second Sir Peter could not have been a baronet in 1665, although he may have been a knight at that time. Sir William, who was a younger brother of the first Sir Peter (knight) entered on foreign military service, and was "of service and support" to the exiled Charles II. On the Restoration a regiment of foot was assigned him in England, and he was created a baronet, with remainder to his nephew (or brother), in default of heirs male. He died a bachelor.

Sir Henry Killigrew, Kt, mentioned in p. 19, was a younger brother of Sir John Killigrew (who married Mary Wolverston), and apparently an Ambassador. His younger daughter was married to Sir Jonathan Trelawny, Kt. He was with Sir John Arundell at the time of the siege of Pendennis Castle, and on its surrender engaged a vessel to convey himself and his adherents to Brittany. He died in the same year.

\* This would be 1687 according to the new style.

Various quarterings are represented on the shield engraved on the Budock brass, Arwenack, Beaupell, Boleigh, Barrett or Darrell, Petit, Cummins, and Trewinnard.

BLUETT OR BLEWETT. (*Page 13*).

A branch of the Bluetts were Cornish landowners for several centuries, and the name is scattered about. Walter Blewett was M.P. for Cornwall *temp.* Edward III. John Blewett of Colan, married Jane, daughter and co-heiress of Roger de Colan, of Colan. John Blewett was Sheriff of Cornwall in 1442; Francis Blewett was the second son of Richard Blewett, of Holcombe Court; to whose memory a brass exists in Colan church, 1572; John Bluet, of Little Colan, was M.P. for Truro in 1623, and they were connected with the old Devon families. Far back Robert Bluett (or Bloet) was Lord High Chancellor of England and Bishop of Lincoln in the time of William Rufus, and dwelt in great splendour. He died in 1122, his epitaph being still decipherable in Lincoln Cathedral. Thomas Lovell Bluett, Vicar of Mullion (died 1834, aged 66 years), was the eldest lineal descendant of Francis Bluett, of Colan, the brother of Sir Roger Bluett, of Holcombe. Robert Bluett sold his share of the manor of Colan in 1699. The history of the Holcombe Bluetts is a long one. They are one of the twenty families in Cornwall counted by Carew as being descended from those who accompanied the Conqueror to England. Among the list of "Nobiles et generosi in kalendaris Sancti Francisci de Bodman" (founded 1239), appears the name of "Dominus Walterus Blewet, 1369." William Blewett was Earl of Sarum, or Salisbury. The name was well known in Falmouth. Richard Bluett, "of Barr, near Falmouth," father of the second Mrs. Harris *née* Bluett, who lived at Rosmeryn, died suddenly at Lifton in 1791, as they were returning from a visit to Holcombe. Owing to the extravagance of the last heir to the Devon estate, it was sold, and like so many other old family houses in England the old court is dwelt in by strangers. Richard Bluett was a manufacturer of blocks and masts at Bar, and married Sarah Lovell. He had nine children; the eldest Thomas Lovell, a clergyman, married Sarah Vigurs; Sarah married Peter Bown Harris, of Rosmeryn (grandson of Captain Peter Bown); while John, Richard and Buckland were respectively a naval surgeon, Post-Captain R.N., and Captain in the Army. The last named married Eliza Carden. (Arms.)

I might here add that in the old list quoted from there appears the name of Aylmer (tenth century). "In the time of



King Ethelred, *Ailmar* (or *Æthelmerc*, for so he was also called), was Earl of this county, who being a person of singular piety, founded first of all the Abbey of Cerne in Dorsetshire in the days of King Edgar."

PENRYN. (*Page 13*).

This was also originally called "Perin." "Upon the left hand from here, at the top of a creek Perin towne hath taken up his seat." (*Carew's Survey*, etc.)

KILLIGREW MONUMENTS. (*Page 22*).

The oldest monument of the Killigrew family is a brass in S. Gluvias Church, to the memory of Thomas Killigrew, in civilian dress, and his two wives, Joan and Elizabeth, and their children (*circa 1485*). The inscription runs "*Hic jacet Thomas Killygrewe, Generosus, Johanna et Elisabeth uxores ejus. Et omnium liberorum suorum quorum Animabus Propicietur deus Amen.*" In connection with this are two coats of arms, entirely differing from the Killigrew arms. It is not known with any certainty who Thomas Killigrew was, as he cannot be traced in the Killigrew pedigree. But he was, no doubt, a member of some branch of the family.

ARUNDEL. (*Page 24*).

John Arundel, the defender of Pendennis Castle, married Mary, daughter of George Cary, of Clovelly. His son Richard was created Lord Arundel in 1664, but after two or three generations the peerage became extinct, and the estates passed to Sir Thomas Dyke Acland, Bart.

The burial is recorded in the Falmouth Parish Register of Captain John Arundel, March 10th, 1679; but Gilbert states that John Arundel was interred at Duloe, soon after the surrender, an old and partly defaced monument to his memory being in Duloe Church.

PRIDEAUX AND CHARLES II. (*Page 25*).

Charles II., then Prince of Wales, stayed at Prideaux Place on his way to Falmouth. The people of Padstow made no secret of his visit at that time, since in the Churchwarden's account-book of the town and parish of Padstow, the following entries were made (for copies of which I am indebted to Mr. J. D. Enys):—

"1645. To Nicholas Hutchings for orderinge the Prince's state, 8s.

To Ringers at the Prince's comming, 1. 4.

To the Prince's Highness servants, £5 16s. 8d."

(The amount of the second item is not clear—whether shillings and pence, or pounds and shillings).

The Vyvyan family suffered greatly in estate for adherence to the Royal cause, and Sir Richard Vyvyan, Kt., was imprisoned in the earlier part of the seventeenth century. The bed in which Charles II. slept is still to be seen in the old Cornish seat. The fine portrait of Charles I., by Vandyck, presented to the family shows his feeling of indebtedness to them.

PENDENNIS CASTLE. (*Page 28*).

The Castle was, of course, exposed to gales. In some old documents of the date of 1700 in the possession of Mr. John Enys, headed "Pendennis Castle and Saint Maweis," estimates are given for "repairing severall defects done by the violent Storme the 26th present at her Majestie's Guarrison of Pendennis." "Seaven thousand slates" are entered at £3 10s., and 1,000 "oak laths" at £1 5s.

In 1792 Mr. Grenfell offered to raise 200 men for the Castle.

Carew quaintly remarks of "Pendenis," "Howbeit, his greatest strength consisteth in Sir Nicholas Parker, the Governour, who demeaning himselfe, no lesse kindly and frankly towards his neighbours, for the present, then hee did resolutely and valiantly against the ennemie when he followed the warres."

MELVILL. (*Page 30*).

It is said that Captain Melvill and the much-esteemed "Parson Hitchens" (to whose memory a tablet was placed in the Parish church), lived at one time at Mount Sion, and that the place was so called owing to the piety of these two residents. But it is quite as likely that the origin of the name was due to an early Jews' synagogue. Two old houses, doubtless the first built on the hill, still remain, surrounded by palings, but deprived of their gardens, and the pretty hedge-rows, and trees.

FALMOUTH HAVEN, OR HARBOUR. (*Page 32*).

This harbour was well known to ships before any houses were built. The following item is taken from *Letters and Papers relating to the War with France; 1512-1513, by Alfred Short, Naval Record Society, Vol. X. April, July, 1512.* "The George of Falmouth also to Syr William Trevanyon, Capteyn; also for vitaylyng of 144 (men) souldiours, 6l. 6s., 84 Maryners, 50 gunners 5 and serviteurs 5, 108l. Also for wages of the said 144 persons: 108l. Also for 22 deddeshares, 1/2: 16l. 17s. 6d.

Also for toudage of 140 tons: 21l. Somme 260l. 3s. 6d." " *Deavdeshares* " were payments made to men who did not exist, and went to increase the pay of the officers of the vessels.

Mr. Martin Killigrew mentions a " mapp of the Harbour of ffalm. up to Truro, done so long since as 1597, when Arwenack house was the only one in the place." (*Killigrew MS.*)

THE CHARTER OF THE TOWN OF FALMOUTH, 1661. (*Page 34*).

The Charter, preserved by the Corporation, is engrossed in Latin on several large sheets of vellum, fastened together, the first sheet of which has at the top a portrait of Charles II., and some elaborate scroll work. As this has been printed and is easily accessible in this form to the people of Falmouth, it is needless to record this lengthy document here. It describes Falmouth as " our Village of Smithwick," a name which was to be changed to Falmouth. " William Elliot " is named as the first Mayor, and " Ambrose Jennings (Merchant), James Tresahar, Christopher Gwyn, Theophilus Willy, Michael Russell, and William Tyacke, to be seven of the first and present Aldermen." The first Burgesses were " Nicholas Keate (Merchant), George Snell. Humphrey Burges, Thomas Gwyn, Thomas Holden, Nicholas Arundell, John Sewell, John Stone, Thomas Tresynnar, Leonard Barnard, Henry Emett, and William Arnoll." Giles Draper was the first Town Clerk " for his natural life." At the foot of the last sheet is the signature of " Howard."

The grant for the weekly Market to " Peter Killigrew, Knight," from Charles II., is also signed " Howard."

An old document entitled " The Constitution of the Town of Falmouth," written on (apparently) thick vellum and bearing the date 1696, contains the signatures of Thomas Holden, Mayor, Peter Killigrew (Recorder), Edward Jones, Francis Clies, Robert Corker, Richard Upton, De Russell, Thomas Tresahar, and others. It decrees a number of fines as follows:—

Elected Mayor refusing to be sworn, £12. Fines also for such Aldermen and Burgesses as are absent on the day of the election of the Mayor, or refused to be sworn on their own election to office, also inhabitants of the town who refused to be sworn on being elected burgesses, or constables, etc.; for the non-payment of church-rates, street rates; allowing refuse to remain in the street over a week; for carrying on certain trades, except freemen of the town; for selling fish outside the town before taking them to market; for going on board ships infected with the plague; going to ships with goods on Sundays; keeping taverns open

during Divine service, or drinking during the same; allowing servants or children to profane the Sunday. Aldermen and Burgeses were also to pay £4 on resigning their office. Fines could be levied by distress, and the Mayor was to account for all money received; and finally, persons "suffering their pigs to run the streets to be fined 6d. a head."

The "Act for the making of the Church at Falmouth, a Parish Church, and noe parte of the Parish of Gluviass or Chappelry of Saint Budocke," has also been printed.

QUARME OF MAWNAN. (*Page 39*).

This family was originally of Devon, and came to Cornwall in Elizabeth's time, subsequently settling in St. Keverne, near Mawnan. The Rev. Walter Quarmer, rector of Mawnan, died in 1662. (*Arms.*)

THE REV. EDWARD WALMSLEY. (*Page 39*).

The portrait of this rector, painted by Opie in 1780, is now in the possession of Mr. W. T. Tresidder (of St. Ives), who describes him as a man well-descended,\* and possibly connected with the Hill family, as he had a portrait of Miss Betty Hill.† taken at the age of three and a half years, attired in a purple quilted petticoat, buckle shoes and looped dress, which he devised to any member of the Hill family if such could be found. The trustees failed to find any representative of the family in question.

Mr. Walmsley's second wife's father, the Rev. William Peter, of Mawnan, was a younger son of John Peter, of Harlyn. His daughter and only child ‡ Susannah, married — Bell, and died without descendants. The aged Rector died in 1795, and his will was proved at Canterbury on March 30th of that year. The following extract from the will relates to the picture: "Also I give and bequeath unto my Trustees a picture or painting of Miss Betsey Hill (which is without a frame), and also all the family pictures in my Dwelling House, a painting representing a

\* Sir Edward Osborne, Kt. and Bart. (ancestor of the Duke of Leeds,) of Kiveton, Yorks, m. (2) "Anne, widow of William Middleton, Esq., of Stockeld, Yorks, and daughter of Thomas Walmsley, Esq., of Dunkenhalgh, Co. Lancaster."

† In Boases, *Coll. Cornubi*, it is recorded that "Miss Elizabeth Hill, of Falmouth, by her will desired that a sermon should be preached at Christchurch, Newgate Street, on Whit-Sunday, by the Rev. Wm. Romaine. Printed 1755." The burial of one "Elizabeth Hill" is recorded in the Falmouth Church register on Dec. 20, 1732.

‡ In 1739, April 18, the baptism is recorded of "Mary, dr. of Edward and Elizabeth Walmsley" (the first wife). This child died in infancy. In 1738, Nov. 9, is recorded the baptism of "Mary, Dr. of Edward and Elizabeth Walmsley."—Parish Church register. This child also died in infancy. So also the son of the second marriage.

dead Christ and a piece of Needlework representing the account given in Scripture of Herod and Herodias, upon Trust nevertheless that they my said Trustees shall and do give the said picture of Miss Betsey Hill to such person of the Hill Family as my said Trustees shall think proper, and shall and do also permit and suffer my said daughter Susannah Bell to have hold possess and enjoy the said other pictures painting and piece of Needlework during her natural life. And from and immediately after the death and decease of my said Daughter my said Trustees shall give and distribute the said pictures painting and piece Needlework as my said daughter shall order and direct if she shall make any direction therein, but otherwise at the discretion of my said Trustees."

BEDFORD. (*Page 46*).

"The Rev. Francis Bedford, first rector of Falmouth in 1664, died in 1675, leaving a son, William, and a daughter, Anne, who married Captain John James, R.N., of Falmouth, by whom she had a daughter, Anne, who married (Captain) Robert Lovell; and their daughter, Anne Lovell, married Robert Gwatkin, and was mother of Robert Lovell Gwatkin, Esq. of Killiow in Kea." The family became extinct and was represented by the late Mr. R. L. Gwatkin. "Tregarne, now a farmhouse, descended from Captain Lovell to his grandson, Robert Lovell Gwatkin, Esq."\* The Bedfords were settled in Devon and Cornwall for several generations. (Arms.)

BRYAN ROGERS. (*Page 51*).

The arms borne by Mr. Rogers resemble those of several other families, in Cornwall, Devon and Somerset. Very slight differentiations, chiefly in colour, occur. The motto, "*Nos nostraque Deo*," is common to some distinct families of this name. In Somerset there are three families of Rogers, one of whom, however, bears mullets on the shield.

In *Burke's Landed Gentry* (p. 289) the following record occurs: "Richard Keigwin of Penzance, merchant, b. June, 1605, married Feb., 1636, Margery, daughter and eventually co-heir of Nicholas Godolphin, Esq. of Trewarveneth, and dying by her left issue, who re-married Bryan Rogers." This must have been before the Jennings marriage (if it is the same Bryan

\* Mr. R. L. Gwatkin married the daughter of Dean Palmer, of Cashel, who was a niece of Sir Joshua Reynolds. He was Sheriff of Cornwall in 1789. The name of Gwatkin has been long known in Cornwall, but is supposed to be of Welsh origin.



Rogers), but I have no notes of any descendants. Of the marriage with Jone Jennings two children are recorded, Joan born in 1665; and Ambrose, 1666, who died in 1667. The burial of "Joan Rogers ye wife of Mr. Bryan Rogers, Merchant," is recorded in 1671. Then came another marriage with one *Jane* (Tregeagle?),\* of which six entries of baptisms and five of burials are recorded, viz. (baptisms), John, 1674 (no record of burial†); Jane bapt. 1676, died 1677; Benjamine, bapt. 1679, died 1679; Grenville, bapt. 1680, died 1682; Bryan, bapt. 1682, died 1683; Mary, bapt. 1686, died 1686. The son called Peter (whose baptism is not recorded), must have been the first-born of this last marriage, as he is stated to have been under age, and his death is recorded two years after his father's decease—"1694. Peter, son of Mr. Bryan Rogers, June 22." Possibly he lacked a few weeks of twenty-one years. It is stated that Mr. Rogers left no descendants, and if his son John died young, the above extracts from the register prove the statement. But the following marriage is recorded in the Falmouth Parish Register, 1683: "Thomas ye son of Mr. Jas. Hearl, of Penryn, and Jone ye daughter of Mr. Bryan Rogers, of Falmouth." Was this Jone of the Jennings marriage?

The following notes from the Steward of the Arwenack Estate (Mr. Hall), in 1762, refer to the family, "By lease of 18 Sept. 1673 Certain plots of Ground in this Town were Granted to Bryan Rogers at 40s. rent without any fine for 99 years determinable on ye deaths of Jane his wife, Bryan his son, and Jane his Daughter, and by a subsequent Lease dated ye day after ye other, the same were granted to Rogers for 21 years absolute and commence from ye deaths of ye sd. Lives, which happened ye 25 May, 1741, when Jane the Daughter, who was ye surviving Life, dyed, so that ye . . . come into hand the 5th of next month. Rogers sett up several buildings on these plotts, consisting of a dwelling-house and houses for carrying on ye business of Brewing Beer, from whence it took ye name of ye Beerhouse Tenement, and I suppose Rogers who was the proprietor of Corker's Great House, and a Merchant, did sett on the brewing trade the which did not answer, for all the buildings were afterwards Converted to Stables, and except a . . . house have been such from my first knowledge of them, now at least 40 years, and are now a sorry pack of old buildings. They lye behind the Market

\* B. Rogers married a daughter of John Tregeagle.

† John Rogers, 1685, is entered, but no parentage is given as in the other cases, and he seems to have been an adult person.

House." Long afterwards another brewery seems to have stood there, since in 1788 "Mr. Ustick applied for a plot of land in the Moor behind the Market House, to build a brew-house." And the site is now occupied by the brewery of Messrs. Carne.

UPTON. (*Page 51*).

The Killigrew MS. states that Captain Upton was turned out of the Corporation on his taking Arwenack House, and that owing to a dispute about the rent, he left it, and was thereupon elected Mayor.

CORKER. (*Page 52*).

In the *Parochial History of Cornwall*, Tonkin states—"The present lord of this manor is Edward Penrose, Esq. (Helston). He succeeded Robert Corker on his death, A.D. 1731, as Receiver of the Duchy of Cornwall."

The following memorandum occurs in the Manor House lease-books: "Robert Corker. By lease enrolled in Chancery, 12 October, 1654, in consideration of £50 fine, then paid, the lease was Jennings, and assigned to Rogers, then to Tregear, and from him to ye sd. Mr. Corker. Terms 1,000 years from 1680." The Falmouth Parish Register records (*Marriages*); 1667 "Thomas *Calker* and Jane ye daughter of John Newman, Senr., Gent, married Aprill 25," followed by (*Baptisms*), 1667, January 29th. "Robert, sone of Thomas and Jane *Calker*;" children also are named of Robert and Jane *Calker*, and Mr. Chambre Corker. Robert Corker died in 1731. The family held lands in Lincolnshire and Ireland. (*Arms*).

RUSSELL. (*Page 55*).

The John Russell (ob. 1734) to whose memory a tablet was erected in Falmouth Church was the eldest son (apparently), of Denis (or Denize) and Blanche Russell, and was born in 1669. He lived in the front house of the two close to the church, built by George Wickham about 1700, and was the "common clerk" or town clerk of Falmouth. The baptisms of two other sons of the same parents are recorded in the register, Michael born in 1671, and Denize born in 1673. One Michael Russell, possibly a brother of Denis Russell, Senr., was Mayor in 1672. Denis Russell, Senr., was also Mayor in 1680 and 1688, and apparently the attorney spoken of in the Killigrew MS. In 1717 the following marriage took place (Parish Register), "February 25th, William, son of Denis Russell, Gent., and Susana, daughter



of Thomas Tresahar, Gent." A daughter of Mr. W. Russell's married, in 1738, a son of Mr. Hill.

In Gilbert's *History of Cornwall* it is stated that "Dennis Russell recorded in a document still preserved in the family, some data relating to it as follows:—

"In 1715 Michael Russell, my father, now in the 86th year of his age, was born . . . near Caine. His father had a village in Laludier in the parish of St. Bower from whence Lord Russell's family came. Michael Russell, before-mentioned, was of Bideford, in Devon. Dennis, his son, died on January 7th, 1732, in the 85th year of his age. Michael son of Dennis, resided in Bideford, and had issue, John, who resided at Falmouth, and by Esther Emmett, his wife, had issue two daughters, one of whom, Jane, is still at Falmouth. William, brother of the last mentioned Michael left issue Susanna, who married Paul, and left issue Ann (married Hingston), who resides at Falmouth." According to this, Michael Russell, Senr., was born in France in 1630; and his son Dennis was born in 1648; but Michael (the son of Dennis) was born in 1671, as well as another son (also called Dennis) born in 1673, as the baptisms of these are entered in the Falmouth Parish Register; John Russell (of Falmouth) was the eldest of these three sons of Dennis, and born (as stated before) in 1669. Some accidental error as regards John seems to have been entered, possibly by the historian, who misunderstood the family history. I conclude the Duke of Bedford's family is alluded to, whose early ancestors were derived from the *Du Rozels* of Normandy. In connection with the Cornish Russell family, Gilbert states that Hugh de Russell came to England with William the Conqueror. (Arms).

*Russell; Bowling Green.*—In an old indenture or deed of conveyance of the date of 1701, framed and hung up in the Council Chamber at the Municipal Buildings, and relating to the Bowling Green, it is stated that this piece of land was sold to "Dennis Russel" in trust for "the inhabitants of the towne of Falmouth and Parish of Budock," "for a Bowling Green for playing at Bowles within the same for ever, and to and for no other use intent or purpose whatsoever." The plot was bought from Mr. Alexander Pendarves, of Roscrow, and is signed by him, his "true and lawful attorneys" being Messrs. James Bush and Nicholas Davy. An odd condition is attached to it, that there was to be given to Mr. Pendarves "and his heires a Quart of the best wine that can or may be had or gott on the 24th day of June for ever, if the same be Lawfully

demanded on the Spot and not other ways."\* Apparently, if Mr. Pendarves became hot in playing bowls, he could have some good wine on that particular day to slake his thirst—an odd and feudal condition in selling a piece of land.

TOWN CLERKSHIP OF FALMOUTH: RIVAL CANDIDATES IN  
1734. (*Page 56*).

“ Brief for Killigrew and others, to be heard before the Lords of the Privy Council at the Cockpit at Whitehall on Fryday next, being the 1st day of November, 1734, at Eleven o’clock in the Morning.” After the decease of “ John Russell, Gent.,” the late common clerk or town clerk of Falmouth, Philip Webber, Alderman, petitioned the King, George II., to be appointed, and was supported by “ Robert Cretenden, Lazarus Steel, Benjamin Heame, Sampson Benett, Joseph Lillicrap, Henry Hill (Mayr.), Nll Steele, justice, John Pye, Peter Hill, John Williams, William Pryse, the Mayor, Aldermen, and major portion of the burgesses.” The petition to the King opposing Webber, and praying for the appointment of W. Russell, was presented July 11, 1734. This was signed by “ Martin Killigrew, William Russell, Dig. Vivian, Michael Gwin, and Philip Nowell.” They urged that by the Charter “ a distinct person should be town clerk from the rest of the officers and members,” (“ it is exceeding clear by the sd. charter it was intended a distinct person should be Town Clerk,”) and Webber was an Alderman. “ So that if he behave ill,” he could not be dealt with. He had been twice Mayor. A long statement in Latin followed. Affidavits were made on Webber’s part from William Pye, John Nowell, and Martin Davis, and Webber alleged in his petition that “ his late Majesty King Charles II. did by his Royal Charter under the Great Seal of England Incorporate the town of Falmouth by the stile and title of Mayor, Aldermen, and Burgesses of the town of Falmouth in the County of Cornwall, and (amongst other privileges by the said Charles granted) his said late Majesty was pleased to grant that from thenceforth for ever one discreet Alderman should be Common Clerk of the said town who should be and be called the Town Clerk of the town aforesaid,” etc. John Nowell was one of the Aldermen or Magistrates of St. Ives, and also Town Clerk of St. Ives. And Martin Davis stated that William Pearce, of Penryn, was also Town Clerk and one of the

\* In or about 1744 this site was proposed for a French prison, but it appeared Mr. Russell had not been paid £30 outlay by the Corporation, and his executor (a physician at Truro) refused to give up his right without a consideration.

Aldermen of Penryn. On the other part, Abraham Hall, Roger Geach (Sergeant-at-Mace sixteen years), and Christopher Spurrier ("who came to live in Falmouth fifty years ago," and "served as Constable," and in other offices), also entered their affidavits, the last mentioned stating that James Draper, Town Clerk (ob. 1709), was neither Burgess nor Alderman. The brief, very ably and lucidly set forth for Russell, and showing that a man could not at the same time judge and decide and also record and take notes, is annotated as follows: "The Lords were of opinion ye offices were incompatible," and Webber seems to have resigned his office of Alderman.

In the Manor-house documents Mr. Incedon is referred to as Town Clerk, and after his death in 1745, it is stated that there was a contest between Messrs. Webber and Russell for the vacant post, which resulted in the latter being appointed. "Mr. Russell tells me that his friend at London advises him of his warrant for Town Clerke being made out and gone to Hanover to be signed by his Majesty."

THE KILLIGREW MSS.—HOOTON. (*Page 57*).

Mr. Edward Snoxell, of London, was secretary to Mr. M. L. Killigrew, and married a lady who was companion to the Killigrew ladies. Their daughter, Penelope Snoxell, married James Hooton, who came from Lancashire, and seems to have been descended from a branch of the old Cheshire family of de Hooton. It was through this source that Mr. W. C. Wade, of Plymouth, who married a descendant of the Hootons, came into possession of the manuscript, which was the property of Mr. John Hooton (son of James), and subsequently of Mr. Edward J. Hooton, of Plymouth. The writing is evidently Snoxell's, although the MS. is incomplete. Other copies of the MS. also existed, one of which was owned by Mr. George Browne in 1791. If the original does exist, the Wade MS. seems to be this, as it is the oldest known, and Mr. Worth endorsed this view. The Hooton family bore arms.

One of the Killigrew MSS. was sent to Mr. Abraham Hall in 1741 by Mr. Killigrew, who thus refers to it: (Oct. 4.) "This History of ye Killigrew family I esteem, and shall keep as a valuable Gift. It clears up some passages of which I had heard in a Confused manner and not Agreeable to ye truth as now appears; particularly those of ye Destroying Arwenack house and ye rent of ye Castle, ye former sayd to be done at ye then Lord's request, and ye rent of £200 described as a pension

afterwards given him for that Service to ye Crown; and soe now who and in what relacon to ye family were those of ye Names which I meet with in history, which I did not know before if of ye family or not. I had also heard of Lady J—— as a wicked woman and upon whom ye supposed haunted house at Arwenack is fathered, but could never till now hear what her Crymes were. The passage relating to ye provided escape of King Charles ye first putts me in mind of what he is often Charged with, viz., an unsteadiness of temper which made him a prey to his favourites." Referring to Erisey, Mr. Hall added, "And from your history of ye Killigrew family what in former days was ye fate of that estate also; which you have not only raised from almost ye Lowest Ebb to ye prospect of considerdable value, but also by your prudent management so brought it about as in all human probability to prevent its Suffering to any degree for ye present Generation." In 1744 he wrote (July 21), "I have not shown ye history of ye Corporation but to a few particular friends, never having had your orders to make it publick, but shall now and do it as you Direct."

The other and more ancient MS. (referred to in 1751) has been mentioned in Chapter IV., and related to the old Killigrew lands.

#### THE KILLIGREW LETTERS. (*Page 59*).

These letters, with a few reservations in the text, have been published in the *Journal of the Royal Institution of Cornwall*, under the heading of "Further Killigrew MSS.," and carefully annotated by Mr. Howard Fox. The letters, loaned to me for examination through the courteous instruction of the late Earl of Kimberley, are written on small sheets of gilt-edged paper, greatly worn. The reader is referred to Mr. Fox's interesting article, Vol. XLII.

#### THE PYRAMID. (*Page 59*).

The following is a copy of a document relating to the Killigrew monument written on parchment and sealed up in a bottle, and then built into the interior masonry of the said monument (about half-way up), on its erection on Arwenack Green on the 18th July, 1871, viz. :—

#### "The Killigrew Monument.

"This Pyramid was originally built in the Grove near Arwenack, A.D. 1737-1738, from the design and at the cost of Mr. Martin Killigrew, (son-in-law of the second and last Sir Peter Killigrew), who was sometime Recorder of Falmouth and

for several years Steward of the Arwenack Estate. His original name was Lister; he was born in 1666 at Liston, Staffordshire, and whilst a Captain or Lieutenant at Pendennis Castle, under John, Earl of Bath, he became acquainted with the Killigrews, and upon his marriage with Ann, Sir Peter's youngest daughter, he took the name of Killigrew. He survived all the members of the Arwenack family with the exception of his grand-nieces,—through the younger of whom, the present and first Earl of Kimberley, inherits the Arwenack estate. The object in the erection of this Pyramid does not appear very clear unless (which is not improbable) it was intended as a family monument of the Killigrews. Mr. Martin Killigrew in several letters to Mr. Abraham Hall, the then steward at Arwenack, gave full instructions in detail as to the manner in which the Pyramid was to be built, but said nothing of the object he had in its erection, except what is contained in the following extracts from his letters, viz :

“St. James's, 29th March, 1737. Now again as to the Pyramyd, fearing I shall tire you with my tedious instructions in the case. But to proceed in such an affair as one ought requires previous thought and necessary provition,” etc. . . . “Without having my foolish vanity exposed I may tell you, that in having this projection carried out into a just execution, as it ought and I hope will be, I pretend to insist that from the sheltered position and durableness of the Stone (manual violence excepted) the thing may stand a beauty to the Harbour without limitation of time, and you and your posterity have the honour of the Architecture. Should the workmen know my designe of painting it, they would depend thereon for covering their defects by puttee and paint, which I would by all means avoid.”

“St. James's, 9th Aprill, 1737. You must keep yourself in cash on my account; for ye enabling you readily at all times to pay (as you shall see reasonable) on account of this Pyramid; a darling thing I am never to see, but shall have much pleasure thereby in liveing to ye being duly informed of its being raised and finished to perfection according to ye Modell and my directions,” etc.

“St. James's, 16 May, 1737. . . . I have already charged you in the most Special manner and must now repeat it, and shall rely on your care therein, that there be no inscription in or about the Pyramid or the whole Grove, no, not so much as the date of the year, Hoping it may remain a beautiful Imbellishment to the Harbour, Long, Long after my desiring to be forgott, as if I had never been.”



The original cost of the Pyramid, including its erection under the superintendence of John Ragland, mason, was £455 1s. 11½d. as appears by the following extract from "Mr. Abm. Hall's account with Martin Killigrew Esquire from Ladyday, 1738 to Ladyday 1739. By the gross cost of the Pyramid erected in the Grove at Arwenack as per an account thereof sent said Mr. Killigrew and by his order here charged in one article £455 1s. 11½d."

The entire height of the Pyramid is forty feet, and its base fourteen feet square. It remained in the Grove from the date of its erection there until 1836, when (during the stewardship of Mr. John Pollard) it was removed for the purpose of making room for building the row of houses known as "Grove Place,"—at the same time the grove of fine elm trees which formed avenues radiating in all directions from the Pyramid except towards the Harbour was swept away. The Pyramid was then erected under the superintendence of Mr. Josiah Devonshire, builder, near the top of the hill towards the bay, in which position, however, it never showed to advantage. Since its erection on that site the feature of the neighbourhood has entirely altered. The Cornwall Railway has been constructed close to its base, public docks have been formed only a short distance off, a carriage drive has been made around Pendennis Castle, and buildings have sprung up on every side. In carrying out the latter, the apparent height and importance of the Pyramid was considerably diminished, it became almost entirely hid, and obstructed the view from the windows of the houses in its immediate vicinity, more particularly those belonging to the house built by Capt. Saulez, R.N. (Lansdowne House), on the site of whose back garden it stood until June, 1871, when by order of the Right Honourable John, First Earl of Kimberley, it was removed to Arwenack Green in front of the old Manor House, where it now stands.

In an old print of Falmouth of the date of a hundred and fifty years ago, the Pyramid is represented somewhere in the direction of Grove Hill House, an evident error in drawing, as it was on the east side of the rope-walk and as stated above had to be removed with the beautiful trees to make room for a row of houses wholly out of keeping with the surroundings. Another recent mistake has been in the erection of the excellent Art School in a corner which obstructs the view of the fine old Manor avenue, as one approaches it, and the view of the harbour from above.

ADDITION TO THE PARISH CHURCH. (*Page 71*).

In an old MS. book among documents belonging to the Corporation, there is a list of "subscribers to the Additions to the Church, Built 1749 and 1750," made at the West end, which may have included alterations to the tower. It may be of interest to give some of the names. The list quaintly commences with "John Merrill and the Hon. Charles Berkley, Esq., £40"; "Edward Ravenall, Esq., £5 5s."; "Mr. Bell, £5 5s."; "Captain Brown, £12 12s."; "Isaac Cocart, Esq., Mayor, £5 5s."; "Mr. Daubuz, £12 12s."; "Captain Enouf, £5"; "Mrs. Jenefer Hill, £10 10s."; "Mr. Abram Hall, £5 5s."; "Rev. Mr. Walmsley, £5 5s.; and among those who gave lesser sums the names are recorded of Alison, Bown, Boyer, Bluet, Bennet, Captain Broad, Clark, Clemo, Camin, Corlyon, Downing, Dickenson, Elliot, Falck (Barnet Nielson), Freethy, Gwenop, Groube, Hocken, Harvey, Hocking, Hill, James, Incledon, Kempthorne, Laroche, Lilly, Michell, Melun, Nowell, Oake, Oppe (probably Oppey), Pearce, Pye, Parks, Palariet, Penrose, Pender, Preston, Richards, Ragland, Russell, Rogers, Roskruge, Rattenbury, Roberts, Snell, Sandys, Symons, Turner (M.D.), Tippet (Peter), Vivian, Ve:coe, Webber (Philip), Williams, Woolcock, Willison, Captain. Added to this is a list of sums given for seats; Capt. Brown, £18; Mr. Sandys, £7; Capt. Enouf, £18; do. £7; Mr. Daubuz, £18; do., £6; Richd. Sandys, £18; Isaac Cocart (Mayor), £16; Mr. Richd. Williams, £16; Joseph Hocken, £16; Thomas Groube, £14; and many others, including "Jane Pender, £12"; Mr. John Downing, £9; Elias Jefferys, £8 10; Robert and George Snell, £8; Francis Tabbot, £8; Abraham Hall, £6; Mr. Peter Tippet, £5. "Snoxell" seemed to have sold his seat for £16. The whole is signed Nov. 20th, 1750. The addition cost about £600, which was nearly covered by the subscriptions.

The following notes are entered in the Parish Register:

1686. March 22nd. "This year a Gallery built at ye west end of ye church at ye cost of Sr. Peter Killigrew and Mr. Bryan Rogers."

1698. "This year a Gallery built over ye north Isle of ye church by contributions."

1702-3. "A gallery was added on the S. side, and an organ placed at the W. End."

1706. "Church and Chancel paved at the cost of Mr. Robert Corker, and alterations made in the Chancel, at the charge of the Parrish."



1749-50. Additions made at the W. end, at a cost of about £600, possibly including the square tower.

In 1759, the sum of about £50 was laid out in "a table for the Altar, a stand for the Eagle, and Font, a Canopy for the Font, and Piers for the Church Gate," for which nearly £40 was subscribed. In 1812-13 the eastern end was enlarged 25 feet, and also the north and south galleries, and the new pews were sold to pay the expenses. The expenditure amounted to £1643, and the subscriptions to about £1603, leaving a balance to make up of about £40.

PYE. (*Page 72*).

William Pye, of Falmouth, was descended from an old family of this name in St. Stephens in Brannel. (Arms).

TRESAHAR OF TREVETHAN. (*Page 73*).

This family has a royal descent from the time of Henry III. Richard Tresahar, of Trevethan, whose will was proved in 1563, married Anne, possibly a daughter of one of the Killigrews. John Tresahar, of Trevethan, was Lieutenant Governor of Pendennis in 1628. The family is extinct. (Arms).

DAUBUZ. (*Page 74*).

The following interesting account of the Daubuz family has been sent me : "The surname of D'Abus, or Daubuz, was taken from the Seigneurs of Aubus, in Poitou We begin with a branch of the family at Auxerre, the head of which was Charles D'Aubus (born 1550. d. 1639) He seems to have spent his life at Nerac, probably as a pasteur, and to have been succeeded in the pastoral charge by a son and grandson" . . . "The grandson was Isaye, born in 1637, pasteur at Nerac, and his wife's Christian name was Julie. He was happy in having powerful friends at Court, and he accordingly obtained the King's permission to sell his property and to retire to England with his family. The following is a translation of the royal permit, the original of which is still in the possession of his descendants; it is signed by Louis XIV., and by the younger Colbert (Marquis de Seignelay):—'To-day, the second day of July, 1685, the King being at Versailles, and taking into consideration the very humble petition made to him by Isaye D'Aubus, heretofore minister of the Pretended Reformed Religion at Nerac, praying leave to retire into England with his wife and four children, and to sell all their property in France, his Majesty is graciously pleased to grant them his permission to that effect, and in virtue

of this his decree releases them from the rigour or penalty of any of his Ordonnances to the contrary. To which it is his Majesty's pleasure to affix his own signature, and at his command this is countersigned by me his Councillor and Secretary of State, and of his Commandments and Finances.'

"The emigrants took their departure accordingly, but the father died on the road between Paris and Calais, aged 48. Madame D'Aubus thus arrived in England as a widow with her fatherless children. . . . "We concern ourselves with Charles the eldest surviving son." "Charles Daubuz, born in 1674, was a refugee at the age of eleven. He studied at St. John's College, Cambridge, and took his B.A. degree in 1693. He became Vicar of Brotherton, in Yorkshire, in 1699, and was remarkable for his scholarship and Biblical knowledge, and also for his piety and benevolence. He died in 1717. The English families of Daubuz descend from his son Theophilus, who was born at Brotherton in 1713, and died in London in 1774. His eldest son, Lewis Charles Daubuz, married (in Cornwall), Wilmot, third daughter of William Arundel Harris Arundel, of Kenegie."

(The above are extracts from *Protestant Exiles from France in the Reign of Louis XIV.*, by the Rev. P. C. A. Agnew).

"Lewis Charles Daubuz, born in Falmouth, was a Merchant and Tin Smelter at Falmouth, Carvidras, Treloweth, and Truro, for about fifty years, etc. He died at Leyton, Essex, in 1839, aged 85. (From Boase's *Collectanea Corns.*) The Rev. John Daubuz was his third son, Mr. Daubuz of Killiow, near Truro, being the eldest son of the last named. A fine portrait painted by Opie of Mr. Lewis C. Daubuz is still preserved, but all the older portraits and the family records were destroyed in the fire at Falmouth. This must have occurred in a house overlooking the harbour, as it appears the ships at anchor fired guns to give warning of the fire. Henry James Daubuz, who was in Falmouth in the eighteenth century, died in 1770." (Arms.)

#### USTICKE. (Page 78).

The Ustickes of Botallack were long seated there.—Usticke married Sir Michael Nowell's sister, and had two sons, of whom Stephen became heir to Sir Michael and resided at Penwarne, and Robert became Chaplain to the Prince Regent. One of the daughters married Captain Peters, R.N., of the Packet Service. I might add here that James Macarmick, of Truro (whose daughter Sir Michael married), was a merchant, and Mayor of Truro in 1757, and of old family. (Arms.)

## SANDYS. (Page 79).

A family of great antiquity. Anthony Sandys, who purchased Lanarth, was believed to be descended from Sir Edward Sandys, *temp.* Charles I. (Arms.)

## HEAME. (Page 79).

Benjamin Heame was for many years Supervisor of tin in Devon and Cornwall. The family came from St. Keverne. I conclude it was the same Benjamin Heame who lived in Falmouth and died in 1777 at the age of 72. (Arms.)

## CURTEYS. (Page 80).

The inscription on the brass runs : "Hic jacet Tristramus Curteys, Armiger, qui obiit quinto decimo die Aprilis, Anno dm, MillmoCCCCXXXIIIo ; cuj 'a i'e p'piciet de' ame.' (cuius anime propicietur deus amen.) The figure represents an armed knight with spurs ; others of the name are also interred in the church. Several members of this family represented Lostwithiel in Parliament between the years 1304 and 1421. This line became extinct early in the seventeenth century.

## HOCKEN. (Page 81).

Captain John Hill, R.N., one of the Admiralty Packet Commanders, married Augusta, daughter of Joseph Hocken (born 1720), who was twice Mayor of Falmouth, and the Hills early in the last century lived in the house now called *Rosvean*, on the Woodlane Terrace, which was specially built for Mr. Hocken's numerous daughters. The tablet in the Parish Church records the early deaths of these seven daughters, all of whom died within seven years. Mr. Joseph Hocken married Eleanor, daughter of Hugh Mulfra, Mayor of Falmouth in 1778, and their daughter Sarah Mulfra Hocken (born 1774), married Captain Farnham Williams, of the Royal Cornwall regiment. Both mother and daughter were said to have been very beautiful.

## BELL. (Page 83).

"Bell of Falmouth is descended from a family of great antiquity in the counties of Norfolk, Gloucester, and Durham. George Bell, of Durham, was Packet Agent, and Stephen Bell, his son, married Frances Lovel. Stephen Banfield Bell, the eldest son of the latter, was a commander in the Packet Service, and died in 1815, without issue. Thomas Lovel Bell, the third son of Stephen, married a daughter of Henry Bawden, of Penwarne, Esq. (*Gilbert's History of Cornwall*). The name

of Stephen Banfield Bell is not included in my list of Commanders, but there may have been some imperfection in the G.P.O. records. Stephen Bell, Senr., was also Packet Agent. Mr. George Bell was Deputy Grand-Master of the Freemasons in 1751, and established the Falmouth Lodge which met at the old *King's Arms*, pulled down in the present year. Mr. Stephen Bell was appointed Grand Master of Cornwall in 1762. George Bell, son of Stephen, a young Naval officer, fought under Captain Pellew (Lord Exmouth), and afterwards commanded the *Medusa* frigate; a fourth son, also in the Navy, was unfortunately killed in the explosion on the *Amphion*, at Plymouth. (Arms).

## PENROSE. (Page 86).

Gilbert states that the Penroses of Falmouth and Gluvias were descended from the Penroses of Penrose. A younger branch probably, as only the main branch is given in Vivian's *Visitations of Cornwall*. One of this branch seems to have married "the heiress of Kestell, Manaccan." The Penroses were said to have lived at Penrose before the Conquest, but in 1770 the estate, which has since been considerably added to, was sold to Captain Hugh Rogers, of the Cornish Regiment of Foot, who was Deputy-lieutenant for Cornwall in 1769, and Sheriff in 1770. (Arms).

## FALMOUTH DOCTORS. (Page 86).

One of the early practitioners of Falmouth was the Rev. John Collins, of Illogan, who went there owing to the sequestration of his living. He kept a MS. diary, in which he recorded his experiences, the remedies used, and their success or failure, etc. Mr. Thurstan C. Peter tells me that one of his family informed him that he had seen the diary, and found it to be full of unconscious humour, with such entries as the following:—"Did this day administer" (here the drug was named) "to old Mrs. Jones for her ague." Then next day, "Called on Mrs. Jones and found she had died in the night in much agony. N.B.—Not use —— again." Mr. Collins was ejected from his living by the Parliamentary forces in 1646, and took his diary with him, recording the matter thus: "The wicked rebels did sequester me from my living, and did eject me from the parsonage house, but I, John Collins, kept the book." He was ejected from 1646 to 1660. He returned to Illogan at the time of the Restoration, and in 1664 was instituted to the Rectory of Camborne, which he also held until his death in 1684. The Collins family is related to that of Mr. Thurstan Peter.

## FIRES. (Page 90).

Falmouth acquired a reputation for fires. The fire of 1788 extended up Well Lane to the end of three brick houses, over the door of the centre house of which is a stone tablet inscribed "rebuilt 1790." The same fire extended also from Upton Slip to the site of the present Public Rooms. Old wood and too much of it, beams in chimneys, badly constructed houses, beds hung with cotton or chintz draperies, and naked candles set near them, were doubtless the causes of these outbreaks.

## VOLUNTEER ARTILLERY. (Page 91).

At the close of the eighteenth century it was pointed out that Falmouth was defenceless in case of French invasion, and the Mayor, Dr. Stephen Luke (1797), used his influence to raise some companies of volunteers, which were enrolled with a troop of cavalry. Finally a regiment was formed, the Pendennis Artillery Volunteers, commanded by Captain (afterwards Colonel) Isaac Burgess. In 1808 it became a part of the local militia. In 1812 the Corps was increased to eight companies, commanded by Colonel Williams, the field officers being Lieut.-Colonel Hooton and Major (Barnet) Falck. The regiment was reported on review to be excellently equipped and drilled.

## DILLON. (Page 115).

The Dillons were descended from an old Irish family, which settled in Devon. Westcote says, "Pollard of Way was seized of the demesne of Wroughton, which descended to Sir Lewis Pollard; now in the possession of the worthy race of Dillon." "Elizabeth Pollard, daughter of Sir Hugh Pollard (of King's Nymet in Cornwall), married (2ndly), Henry Dillon, Esq." There were Dillons of Hart, and of Chimwell. "Robert Dillon, Esq., married Isabel, daughter of William Fortescue, of Prydeston (or Preston) Esq." The branch alluded to in Gilbert's *Survey of Cornwall* mentions Robert Dillon, grandfather of Robert Dillon, who commanded the *Mercury*. (Arms.)

## BOWN; HARRIS. (Page 115).

Captain Peter Bown, Commander of the *King George* Packet, born at Falmouth in 1711, purchased the estate of Rosmeryn in 1773. He married Mary, daughter of Captain John Trounce, and was Sheriff of Cornwall in 1775. His daughter, Mary, married the Rev. Sampson Harris, sen., Vicar of St. Teath; the other daughter, Phillis, married Samuel Glover. The only son of the first of these two marriages was Peter Bown



Harris, who married (1) Anne Nicholls of Falmouth, and (2) Sarah, daughter of Richard Bluett. He held the great tithes of Budock under the See of Exeter, and was Deputy-Lieutenant for Cornwall. Of the second marriage there was no issue, but by the first Mr. Peter Bown Harris had two sons, Sampson (Rev. Sampson Harris, M.A., born 1784, died 1832, at Sancreed), who married Marianna, daughter of Captain William Kempthorne (no issue), and Peter Bown Harris (died 1838, Penzance), whose daughter married Richard Millett, whence the Milletts of Penzance are descended. The old portraits, including one of Captain Bown, and another by Opie of Peter Bown Harris, sen., are in the possession of Martin Leslie Millett, great-grandson of the latter, who is now in New Zealand.

The younger son (Peter Bown Harris), mortgaged the estate, which is now owned by different families, the old house at Rosmeryn and adjacent land being the property of the Miss Sterlings. On the site of the old summer-house, to which Mrs. Harris used to take almost daily walks, and which was the scene of many tea-parties,—they have built a picturesque house, and the wooded eminence has become a charming feature of the landscape around Maenporth.

Captain Bown's family came from Wiltshire, and he is described as living in "a new-built house in Falmouth in 1751." He attained the age of ninety-four years, his decease taking place in 1805. (Arms.)

The family of Millett and its branches are well known in the south-west of Cornwall. One William Millett was Sheriff of the county in the reign of Elizabeth. (Arms.)

#### BOULDERSON. (*Page 115*).

"John Boulderson, of Falmouth, came from London, and was appointed Commander of the Packet *Earl of Halifax* in 1759. He married Catherine Smith, and their family consisted of three sons and two daughters. The daughter Catherine married Samuel, son of Captain Groube, R.N. Of the sons, John succeeded his father in the Packet Service (appointed as commander in 1772), and married Mary Williams. Of their children, William (the second son) was a merchant of Falmouth, and married Elizabeth, daughter of the Rev. Thomas Haydon, Rector of Thurbear, in Somerset; Combintinhead, in Devon; and Piran Uthnoe, in Cornwall; descended from the ancient family of Haydon, in Cadhay, in Ottery St. Mary, Devon. Of this marriage there were two sons, Thomas and Joseph, and two daughters.

Joseph, the third son of John Boulderson, and Catherine Smith, commanded an East Indiaman, and by his wife, daughter of — Morley, of London, had two sons and two daughters." (Arms.) Captain Boulderson (the second), born 1741, bought—or lived at—Bareppa, Mawnan, and died in 1831.

BULL. (*Page 116*).

The Bulls were seated in some of the southern Midland counties, and the name is to be met with in the south and south-west portions of England. A branch of the Gloucestershire Bulls appears to have come to Falmouth at some period of the 18th century.

Captain James Bull had a numerous family, of whom James, the solicitor, married Henrietta, daughter of Mr. Tippet, of Falmouth (and lived at Boslowick), whose son, Commander James Bull, R.N., of Bareppa, married Josephine, daughter of Joshua Fox, of Tregedna. His son John (Captain John Bull of the *Marlborough*) married (2) a daughter of Dr. Marshall of Truro. (Arms.)

PORTEOUS. (*Page 116*).

Captain Porteous, sen., was descended from the old Scotch family of this name. (Arms.)

SHARES IN THE PACKETS. (*Page 117*).

Shares in these vessels were taken up by private individuals, usually in sixteenths. Profits from passengers accrued to the commanders. I may here add that sloops conveyed passengers between Falmouth and Plymouth.

KEMPTHORNE. (*Page 120*).

The Kempthorne family has been distinguished in Naval history, and connected with many old Devon and Cornish historic families. Tonacombe was one of their seats. Carew says, "Tonacombe, late the house of Master John Kempthorne, *alias* Lea," (or *Ley*), "who married Katharine, the daughter of Sir Piers Courtney, is, by his issueless decease, descended to his brother's sonne." (See also Gilbert's *History*, etc.). William Kempthorne entered the Navy as a midshipman before his appointment to the *Granville* Packet. Only two of his four daughters were married, one to the Rev. Sampson Harris, jun., M.A., Curate at Sancreed, and elder son of Peter Bown Harris, sen., of Rosmeryn, Budock, and the other to Lieut. Miller, R.N., and neither had any issue. Of the two sons, William entered the



Navy, and became a Post-Captain, and Renuus was in the Bank of England. Both died unmarried. (Arms.)

PELLEW. (*Page 123*).

Admiral Lord Exmouth was a son of Captain Samuel Pellew, one of the Dover Packet Commanders, and grandson of George Pellew, of Flushing. In 1780 he became Post-Captain, and in 1796, Admiral of the Blue. In 1793 he was knighted; created a baronet in 1796; a baron in 1814; and a Viscount in 1816. His family was connected with that of Trefusis by marriage. The illustration is taken from a portrait in Greenwich Hospital, which apparently needs restoration. (Arms.) A special grant of arms was made to Lord Exmouth on his elevation to the peerage, of Naval and patriotic design.

FALCK. (*Page 128*).

Barnet Nielson Falck was the son of Captain-Lieutenant Niels Falck, R.N., of Denmark (born in the seventeenth century), who distinguished himself in a Naval battle with the Swedes, and who married Inger Margreta Scavinius, daughter of Captain Laurids Scavinius, of the Royal Norwegian Artillery, a grandson of Dr. Morten Lauridsen Scavinius, Bishop of Sjælland (Zeeland) (in the sixteenth century), Denmark. The family is now extinct. (Arms.) Mrs. Falck, as a widow, accompanied her son to Falmouth on his appointment, and died there in 1773. His only daughter, Jane, married at the age of seventeen, in 1763, without her father's consent, Major de Woerdemann, an officer in the service of the King of Portugal, and went off in a vessel in the harbour, dying a few years afterwards in Russia, without descendants. The loss of fortune which has been referred to, and a strong dislike to family separation, contracted the family horizon in Falmouth during the close of the eighteenth century, and shortly after my mother's marriage, her bachelor uncle, Barnet Barnetson Falck, jun. (grandson of Barnet N. Falck), sold the land in Budock, where he had intended to make a permanent home, and left the neighbourhood to reside near her. The Union is built on or near this land. Shipping, timber, stores for ships, sails, comprised the family businesses in Falmouth, but there did not seem much aptitude for these undertakings. The profession of arms had always attracted them; Niels Falck, sen., was attached to a Danish naval corps, his portrait being painted in the uniform; his elder son, Niels, entered the Army; his younger son, John Goodridge Falck (of Crill), was Captain in the Pen-

dennis Volunteer Artillery, and Barnet Barnetson Falck, jun., who left Falmouth, was Major in the same corps, and to the last day of his life took the deepest interest in military manœuvres. Many details have been lost owing to the destruction of old documents and papers regarded as lumber, and various old relics. My great-uncle Barnet did not survive his departure from Falmouth many years, and died in 1858,—his sister Charlotte two years later,—and their remains were interred in the churchyard at Timperley, in Cheshire. The last of the name, John Goodridge Falck, first cousin of Barnet, died at Crill, near Falmouth, in 1873. There were no descendants of either, and the name is now extinct. (Arms.)

A letter from Niels Falck, jun., then Ensign, dated 1809, gives some details as to the arduous work undertaken by the Allied forces in Spain, during which the English troops suffered great hardships, being without proper food or clothing, and making forced marches across wild tracts of country without roads, in the teeth of wind and weather. "When we reach'd the Town," he wrote (Villa Manzanna), "we had to wait at least an hour before we could get any shelter, and the cold was so severe that several officers and men fell off their legs in halting at this place during the day, but marched again at nine at night. The road was so bad that we did not go more than two leagues, the Pioneers being obliged to cut through the snow for the Artillery." After reaching Astorga, he wrote, "Dead horses made the roads almost impassable. We marched about six leagues to a small village, where I had the misfortune of losing my horse, which was stolen. . . . In the morning we march'd to Calcalvillas. We had now been five Days without bread, but the next Morning we marched through Villafranca, and had salt Beef, pork and Bread served out to the Men for three Days. . . ." On they still went. "Our Men by this time began to knock up and in the Morning when we set off I saw them lying in the Ditches by half dozens begging to be carried on." Several of the officers were "without shoes or stockings" and "had not taken off their clothes for weeks." But British pluck is indomitable! "Such coolness I never saw! There were several of the Staff wounded besides our Regiment, and the moment you would hear an order to advance, you would see every eye glisten with delight." After this the regiment was ordered home. On the 1st Royals being again ordered to the front, the young Lieutenant was shot down on July 22nd, 1812, while leading his company at Salamanca, and killed, his gallantry being reported by General





SILVER VASE.

PRESENTED TO CAPTAIN BIRT DYNFLEY.

Hay, in command of the fifth Division. General Hay was killed before Bayonne, two years later.

A book has recently been published—Captain William Hay's *Reminiscences, 1808-1815, under Wellington* (Simpkin and Marshall), which gives similar accounts of the hardships of the campaign. Supplies were short, and on the retreat from Burgos he stated that "Our regiment for seven days had no rations of one kind or another supplied to men or to horses. . . . The roads were strewn with dead and dying men dropped from exhaustion and fatigue." They found themselves sometimes in swamps, and lay on the bare ground.

The Duke of Kent, who had seen active service in various parts of the world, was Colonel of the regiment, and did all in his power to secure Mrs. Falck a pension, in which he succeeded. In the course of the correspondence, the Duke dwelt on his own troubles and hardships, and the refusal of the Government to do justice to his claims, "although," he remarked, "the fairness of the same was admitted by Mr. Pitt." From this time the regiment was first styled "Royal Scots," by command of the Prince Regent.

It seems strange that any could have called a man so absorbed by selfish ambitions as Napoleon, who carried fire and sword into one country after another, and was responsible for the deaths of thousands of human beings, and infinite miseries,—great! He was a "smart" general, but never has war been more legitimate than in putting down his lawless raids on other peoples and kingdoms. He naturally created his own forlorn and lonely end.

#### THE DYNELEY VASE. (Page 133).

The inscription on the handsome piece of plate presented to Captain Dyneley is as follows: "*From the Patriotic Fund of Lloyds' to Captain Bert Dyneley, commanding the Duke of Montrose Packet, for his Gallant Conduct and Perseverance in capturing L'Imperial, French armed Cutter, off the Island of Dominica in the West Indies, on the 24th of May, as recorded in the London Gazette of the 29th of July, 1806.*" He practically saved the island of Dominica—threatened by a French fleet. This vase is in the possession of the family of the late General Dyneley, who was a nephew of the commander, and the photograph has been taken and reproduced by Mrs. Dyneley's kind permission. (Arms).

## CAPTAIN NEWMAN'S CUP. (Page 133).

A massive silver cup standing 15 inches high, weighing 40 ounces, and bearing an inscription, was presented in 1780 to Captain Charles Newman, commander of the *Carteret* Packet, by the New York Chamber of Commerce, for saving the mails at great risk in a boat, and landing them at New York. The packet was attacked by four privateers and lost. Captain Newman was of Falmouth family, and an ancestor of his was Town Clerk of St. Ives about the middle of the 17th century.

## CAPTAIN ROGERS' SWORD. (Page 133).

The inscription is as follows: "*Sword of Honour Presented to Captain W. Rogers, R.N., of Falmouth, in 1807, for great gallantry while in command of the Royal Mail Packet Windsor Castle.*" The action was made the subject of a spirited painting by Drummond, A.R.A., afterwards engraved, and a fine copy was presented to the Corporation of Falmouth in 1808, by Mr. John D. Enys, which may be seen in the Council Chamber of the Municipal Buildings. A presentation sword of one of the old commanders was sold some years ago for nearly £50. A pamphlet entitled *Falmouth Packet Heroes*, by the Rev. W. Jago, which was freely sold on the day of the unveiling of the Memorial, contains an excellent reproduction of this engraving. It is also given in Mr. Norway's *History*.

Captain Rogers was born in Falmouth in 1783, and died in 1825.

## KIRKNESS. (Page 134).

Captain William Kirkness was descended from the Kirknesses of Kirkness (Orkney), of whom Sir Thomas Kirkness, Knight, was an eminent person at the Court of Scotland in the fifteenth century. On the maternal side he traced descent from the old Welsh family of Matthews—originating from one of the ancient Welsh princes. The Matthews family intermarried in later days with some old Cornish families. (Arms).

## GREEN. (Page 135).

Fleet-Paymaster John W. Green, R.N., gives an interesting account of the part his father, William Pringle Green, took in the battle of Trafalgar, when sub-lieutenant in *H.M.S. Conqueror*, at the age of twenty-one. For his gallantry on this occasion he was promoted to the rank of lieutenant. The *Conqueror*, 74 guns, was commanded by Captain Israel Pellew. Mr. Green made minutes of the action, and from these the following passages may be given: "October 21st. At daylight saw the enemy to

leeward, bore up by signal, and made all sail in two columns. Nelson leading one and Collingwood the other; cleared for action. Noon, enemy east two miles. . . . At 15 minutes past 12 p.m., the *Victory* made telegraph signal—'England expects every man to do his duty,' and preparative to anchor after close of day. At 20 minutes past 12 *Royal Sovereign* commenced the action—answered signal to engage close. At 45 minutes past 12 the *Victory* commenced action. At 1 her mizen topmast was shot away. *Royal Sovereign's* main and mizen masts shot away." This is followed by a detailed account of the damages received on both sides, the taking of *La Bucentaur* with the Admiral, and the attempts made to take her in tow as a prize, without avail, the wind blowing hard—and the dismantling and capture of *La Belleis*, and *La Intrepide*. These minutes have never been published. (Arms).

## TERRIBLE VOYAGES. (Page 136).

Mrs. Bushnell relates that her father, Captain Hall, of the *Chesterfield* Packet, encountered a sea in the winter of 1813-14, on her passage from Halifax, which swept away her bulwarks and all but three guns. The very spray froze in the air, and in this disabled condition the Packet encountered an American privateer. With swift resolve, Captain Hall stood on his course with colours and pennant flying, and with the intention—if the worst came to the worst—of boarding her. But this desperate necessity was rendered needless by the Privateer—evidently mistaking the Packet for an armed cruiser—making off, and the two vessels quietly went on their separate ways.

## PACKET AGENTS. (Page 139).

The Packet Agents dated from 1689, the list being as follows:—

Daniel Gwyn	-	-	-	-	-	1689
Francis Jones	-	-	-	-	-	1699
Zachary Rogers (also Commander)	-	-	-	-	-	1705
Joseph Durden	-	-	-	-	-	1713
Joseph Penhallow	-	-	-	-	-	1715
Stephen Banfield	-	-	-	-	-	1723
George Bell	-	-	-	-	-	1747
Stephen Bell	-	-	-	-	-	1776
Benjamin Pender	-	-	-	-	-	1785
Christopher Saverland	-	-	-	-	-	1810
Thomas Moore Musgrave	-	-	-	-	-	1821
William Gay	-	-	-	-	-	1824 to 1845



There seems to have been a post-mistress deputy as early as the 18th century (p. 84). Before the time of Stephen Bell, the local mails were probably insignificant, and all were dispensed from one office. Later the offices became separate. I have derived the above list, and also the information on p. 84, relating to the Falmouth agencies, from the General Post Office in London.

GAY. (*Page 139*).

Just a few can still remember my grandfather's tall, upright form, handsome white head, and positive way of speaking. No doubt it was his reliable character and decided presence which attached Sir Henry Freeling (then the Secretary, G.P.O.) to him as long as he lived, and created a life-long friendship between the two families. Reserved by nature, he would take early morning walks with his dog Pat, a combative animal, the hero of many fights, or spend a leisure hour listening to the caw of the rooks in the rope-walk adjacent to his house—now the depôt of the Artillery Volunteers—or bury himself in a book. The friend he valued most was Captain Kirkness, and their talk over the Packets must have been good to hear, if it could only have been preserved. No man was more devoted to his official duties. The agitation with regard to Southampton in 1834 influenced the authorities, and some seven or eight years afterwards my grandfather received an official intimation that changes were about to take place which would oblige the Department to abolish the agency at Falmouth, but that in recognition of this fact he would be placed on the retired list on full pay. The arrival of the letter was well remembered. My grandfather had previously given a good report of Falmouth, stating that he had never known any delay in the starting or arrival of the Packets, and many others pointed out the advantages of the good harbour far west, but other considerations were more powerful, and a memorial, supported by all these favourable reports, "addressed by the Inhabitants to the Lords of Her Majesty's Treasury," in 1843, proved of no avail. One witness in behalf of Falmouth, a naval post-captain, stated that it was "a high average to give a steamer 8 miles an hour"—and that this "would be the maximum of those they are building now; the very best that they can get"!

Devotion to official duties was a trait inherited by his son—my father, William Gay, Jun.—who was born on the Green Bank Terrace in 1812, and educated at the Classical and Mathematical School, where he won several prizes. The latter left Falmouth early in life as he was appointed to the Surveyor's Department of

the G.P.O., and became a few years after Surveyor of South Scotland, and later of other districts, and his arduous work and comparatively early death at the age of 55,\* left him little leisure for study, which he loved, and no leisure to exercise gifts with brush and pen which would have become the interests of his later years. The only surviving member of his family, his life was, of course, severed from Falmouth. In his day some ten or a dozen surveyors were at the head of the Surveyor's Department, each assisted by a small staff, superintending a postal district of many counties. As a child I remember seeing the scores of pigeon-holes, ranging to the ceiling, each labelled, and crammed with official papers in my father's private office. Few know the heavy nature of the work entailed—especially in the manufacturing centres—the supervision of all post-offices, etc., large and small, the continual reports to headquarters, calculations and statistics, the arrangements with steamship and railway companies, and the frequent accelerations of mails to suit the public demand—the necessity for good judgment in advocating increased expenditure for increased convenience, and weighing public cost against public requirements. There must have been, of course, much more—of which I never heard. In none of these things did my father swerve or fail—I think he worked too hard. And he certainly died too early to reap all the rewards that might have been his, and to have enjoyed at last a period of rest. It was due, I believe, to his initiative that the provincial postmen were placed in uniform, pattern coats, etc., having been made up by his own tailor and sent to St. Martin's-le-Grand. They are now in use in England and abroad. When a man dies whose labours are well-known in the town in which he resides, many local tributes of affection and respect are offered in the press and otherwise by those who have come in contact with him, but the leading officials of a department, whose work is unknown to the public, and who are in contact with persons of all classes scattered over large areas—drop many a time in harness—almost silently. This was the case with my father, who had, by his considerate and kindly ways, won the esteem and affection of all with whom his duties had brought him in contact, and whose unflagging zeal and ability in the service, and unswerving rectitude, though known to so many, remain unrecorded. Few will think me tedious therefore if I refer to him at last—some 35 years after he has passed away.

\* He died at Cheltenham in 1868, having selected it as a place of residence for a time on account of my brother, who was sent to the College.

Looking back I can see that official life had its charm for him, and the habit of expressing everything in a few words is one of use in most lives. (Arms.)

The Gays or Gayes have for many centuries been seated in the south of England, and the name is to be found across the Atlantic, as well as scattered about in English southern counties. In Devon and the south-eastern counties the main branches of the Gays have long dwelt. Several families of the name exist bearing slightly differentiated and also varied arms.

THE LATER DAYS OF ARWENACK MANOR HOUSE. (*Page 140*).

In the latter part of the eighteenth century, and afterwards, Arwenack House had various tenants, among them Mr. Pellew (Collector of the Customs), Mr. Tippet, and Captain James Bull. In 1815, the house being divided into two parts, Mr. Lake, the banker, and Mr. James Bull, the attorney, both lived there, and still later, Captain William King, R.N., maternal grandfather of Dr. King Bullmore, the present tenant. An old cross overgrown with ivy stands near the entrance to the part on the right,—possibly the cross which originally stood at “Cross Roads.” Captain Bull seems to have gone there some eight or ten years after his appointment to a command in the Packet Service in 1778. It was about this period that the demolition of the old ruined tower with a battlemented wall attached to it, took place, new additions being made. For this the tenant for the time being was criticised, but it does not seem that he was more to blame than the agents or the owners of the old property, and the event seems to show that interest on the part of the representatives of the family had at that time greatly diminished. Four stone eagles are preserved at Trewince, said—whether correctly or not I cannot say—to have been long ago brought from Arwenack. All Falmouthians are glad to know that the Earl of Kimberley strictly preserves all that is left of the ancient dwelling, and that no material alteration is permitted.

BULLMORE. (*Page 140*).

The first member of this family came to Falmouth in the latter part of the eighteenth century, and acquired a considerable fortune in shipping, which he invested in land, some of which is still owned by his descendants. He died in 1844, aged 74.

Frederick Charles Bullmore, born in 1808, and a son of the above, was a surgeon of repute in this part of the county, and married a daughter of Captain William King, R.N. (Admiralty

Agent of the Packet Service, and Commander of H.M.S. *Astrea*), who resided at Arwenack. The *Astrea* lay between the Green Bank and Flushing quays. Mr. Bullmore died in 1896, at the age of 88 years.

William Henry Bullmore, M.R.C.S. Eng., his brother, was born at Falmouth in 1801, and died at Truro in 1863. He was Surgeon to the Royal Miners Artillery Militia for seventeen years.

The well-known Henry Charlton Bastian, M.D., F.R.C.P., F.R.S., author of various scientific works, was the son of James Bastian, of Truro, who died in San Francisco in 1849, and who married Charlotte, third daughter of William Bullmore, of Falmouth.

William King Bullmore, M.D., and M.R.C.S. (son of Frederick C. Bullmore), has held various offices in Falmouth, among them Surgeon to the troops at Pendennis Castle, Surgeon-Captain 1st Cornwall Volunteer Artillery, Medical Officer of Health, etc., and is the author of an article "On the Vertebrata of Cornwall."

The Bullmores are descended from the old north country family of Bulmer. (Arms.)

#### BROUGHAM. (Page 140).

Matthew Brougham, of the Excise, left Warrington for Falmouth in 1807. He was descended from the old family of Brougham, of Brougham Hall, Westmoreland. His son Stephen was the well-known surgeon in Falmouth, and was connected with the celebrated statesman, Lord Brougham. (Arms.)

#### GUPPY. (Page 140).

Dr. T. S. Guppy was a Devonshire man, his family having resided at Farway from the beginning of the seventeenth century. To this branch belonged the Guppys, of Sidbury "Castle" (now Sidbury Manor), early in the last century. Dr. Guppy inherited this place after his mother's decease, but being unable to live there, he let it, and it was unfortunately burnt down some forty years ago, after which the estate was sold to Sir Charles Cave. The origin of the name is not clear, as it existed in the counties of Somerset and Dorset before the Guppys of Huguenot descent (Goupé), came over from the Walloon country. The family in question is descended from a Wiltshire family called Guphay, resident there as early as the fourteenth century. (Arms.)

Henry Brougham Guppy, M.B. Edin., and F.R.S. Edin., son of the late Dr. Guppy, of Falmouth, is the author of a standard work, *The Solomon Islands and their Natives*, and also *Geology of the Solomon Islands*, *Seeing Darkly*, and *Homes of Family Names*. He has been at work for some years on a new volume relating to the Pacific Islands. He is also author of a memorial illustrated volume published by Virtue and Co., relating to his brother William Good Guppy, who died at the age of twenty-two, of fever, at Erzeroum, in the Russo-Turkish War of 1877. He went out there as one of Lord Blantyre's surgeons. A tablet to his memory and that of his brother, Lieut. T. S. Guppy, R.N. (also aged twenty-two), who was drowned in the wreck of H.M. Gunboat *Wasp*, off the coast of Ireland in 1884, has been placed on the north wall of the Parish Church.

THE PACKET ACTIONS. (Page 141).

The following extract, which will give a brief outline of the most remarkable of the Packet actions, is taken from a notice of Mr. A. H. Norway's *History*, which I sent to the *Falmouth Packet* of February 1st, 1896:—"The Packet Commanders were supposed to be men of peace, cruising quietly over the seas in charge of the mails, but the circumstances were such during the French and American wars, that they had to fight their way to their ports of destination, and were continually in risk of capture, or an engagement in which the enemy might muster three or four men to one, with a far superior force of arms. Picture a Packet of perhaps 170 tons, armed with only six or eight guns and some twenty or thirty men, challenged by a Privateer carrying twenty guns and one hundred men, and coming out of the fray victorious! Yet such actions frequently took place, and the Falmouth men, led by their intrepid captains, fought with true English courage. Long ago they were engaged in this ocean warfare. There are dim allusions to sea-fights which occurred so far back as 1740 and 1759, but all details are lost in the mists of time. To recount the half of these actions is impossible; for the story many of Mr. Norway's pages must be studied; it suffices to recall such instances as Captain Kempthorne, of the *Granville*, who fought in 1777 three American privateers, all superior in force to the Packet, and beat them off; the master of the *Portland*, Mr. Taylor, who was engaged by an armed schooner off Guadeloupe, in 1796, and repulsed her with great gallantry, himself falling, shot through the heart, in the moment of victory; Captain Skinner, of the *Princess Royal*, who defeated



with only three guns a well-armed Privateer; the signal courage of Pasco, the Cornishman, who, after Mr. Curtis had been killed, took the command, and lashed the *Atalanta* to the Packet *Antelope's* fore-shrouds, and made the enemy cry for mercy; the defence of Dominica against a French flotilla by Captain Dyneley, of the *Duke of Montrose*, who, risking his all in the venture, took troops on board, captured the two most formidable vessels of the enemy, and saved the island,—with the death of the brave captain in a subsequent action; and also the later achievements of Captain Anthony, of the *Cornwallis*; Captain Norway, of the *Montagu*, who was killed in a desperate fight with an American Privateer; Mr. Rogers, of the *Windsor Castle*; Captain Yescombe, of the *King George*; Captain John Bull, of the *Marlborough*, who fought an action in 1810 within sight of Pendennis Castle with a French Privateer, and came off victor; and, again, Captain Moorsom, of the *Princess Amelia*, who fought with great courage and was killed in 1812; Captain Cock, of the *Townshend*, who in the same year held his own against two American Privateers until the Packet was in a sinking condition, and fought a second time successfully on the homeward voyage; and Captain James, of the *Hinchinbrooke*, who achieved a similar victory, though far inferior in force to the American Privateer which engaged him,—to which may be added many another tale of brave defence of English life and property. . . . As the author observes, the service was marked by ‘a whole series of naval actions, of which the Post Office was once proud, and of which Cornishmen are proud still, although the details of most are forgotten,’ adding elsewhere that ‘the navy itself could have produced no better seamen or more gallant officers.’ The story of these and many other engagements is given in the chapters relating to the American Wars, and the efforts of Napoleon to destroy English commerce by intercepting the mails.”

The peace of 1815 closed for the most part this fighting era of the Packet Service, but the leading actions attracted attention at the time, and prints were published of some of these, which have now become scarce.

The Rev. W. Jago states that during the “Three Years War” of 1812-14, “thirty-two actions were fought between Falmouth Packets and privateers, which resulted in seventeen victories for the Cornish against superior numbers of men and guns, while the remaining contests in which also great numbers lost their lives, were in respect to valour, as glorious.”

## THE PACKET MEMORIAL. (Page 142).

This memorial was erected at Falmouth through the efforts of a committee formed immediately after a lecture of Mr. Arthur Norway's (the author of *The Post Office Packet Service*, Macmillan and Co., 1895), delivered at the Polytechnic Hall at the time of the annual exhibition in 1896. In fact the suggestion was thrown out by Mr. Norway. The chairman of the committee was Mr. John D. Enys, who gave generous support to its efforts, and Major Christoe, who had been instrumental in its formation, became an energetic honorary secretary. Its members consisted of the late Mrs. Bull, and Captain George Bull (of Marlborough), Mrs. M. V. Bull (of Roscarrack), Mr. W. Naylor Carne, Mrs. Christoe, Mr. Howard Fox, Mr. Nathaniel Fox, the Rev. W. Jago, the late Mr. Charles Norrington (of Plymouth), Mr. Arthur Norway (of London), Mr. W. H. Tresidder, the late Mr. Thomas Webber, and myself. Mr. R. M. Tweedy was honorary treasurer. Nearly all these were descendants or relations of former Packet Commanders, and were able to trace out various scattered families, connected with the old service. A sum of about £250\* was raised, and in November, 1898, the memorial, consisting of a granite obelisk and pedestal, 38 feet in height, and erected on a turf bank, surrounded by ornamental iron railings, was unveiled by Admiral Sir E. R. Freemantle, K.C.G., (Commander-in-chief of the Western District), amid a stirring scene. The Mayor and Corporation, clergy, and officers of the navy and army, with detachments were present, the town was bedecked with flags, and a torpedo-flotilla lay in the harbour, specially despatched from Portland in honour of the occasion. The monument bears the following simple inscription: "*Erected by public subscription, A.D. 1898, to the memory of the gallant officers and men of H.M. Post Office Packet Service sailing from Falmouth, 1688-1852.*" A luncheon followed at the Municipal Buildings, at which 100 guests were present. Several old packetmen stood in front of the monument, and were likewise entertained. (A few "veterans," originally seamen in the Packet Service, were still surviving in 1898, viz., W. Martin (of the *Crane*), W. Doconing (*Firefly*), Richard Hosking (*Briseis*), W. Wilmot (*Penguin*), James Hingston (*Star*), J. Clatworthy (*Swift*), and Richard Michels (*Nightingale*), and J. W. Collins (*Express*), sketches of the two last having been given in the *Western Weekly News* of December 3rd, 1898, as Falmouth octogenarians.)

\* The actual cost was about £300.



A full list of the Packet Commanders (under G.P.O. and Admiralty management), which I prepared from details furnished by the General Post Office and the Public Record Office, was printed and framed, and hung up in the Free Library. Copies of this in pamphlet form, with notes were also printed, while the Rev. W. Jago's pamphlet (*The Packet Heroes*) gave exactly the right information on the subject, and was distributed to various persons on the occasion.

PACKET TRADING. (*Page 142*).

The practice of trading had been coeval with the Packet Service, and no doubt produced some abuses. After 1793, Mr. Norway states that "the Agent was forbidden to hold shares in any of the Packets, or to deal in naval stores, or to have any pecuniary relations of any sort with the Commanders. He was forbidden to accept fees from them, and he was made aware that his authority over them having now been disentangled from the mesh of conflicting interests which had strangled it during past years, was to be exerted in future in the public interest alone." And, "at the end of 1799, or in the first weeks of 1800, an order was issued prohibiting the private trade upon the West Indian and American packets."

Mr. Pellew, Collector of the Customs at Falmouth, estimated the Packet cargoes at the value of "four millions a year." The whole town engaged in this trading—a natural result of oppressive legislation and tempting opportunity.

*Journal R. I. Cornwall, 1892.*

EXHIBITION OF PACKET RELICS AT FALMOUTH IN 1896.

(*Page 141*).

Several Falmouth residents and others contributed to this collection, whose names included Broad, Bull, Bullocke, Carne, Christoe, Cox, Dennis, Downing, Dunstan, Ford, Fox, Francis, Gay, Gill, Goodfellow, Jago, Lowry, Morphew, Passingham, Pender, Porteous, Punnett, Tilly, Wade, Krabbé Williams, etc. The portraits and miniatures included (Captains) Bull, Bullocke, Downey, Goodfellow, Goodridge, James, Norway, Norrington, Passingham, Pedersen, Porteous, and Tilly, and also Dr. Krabbé, and Mr. Saverland.

THE MAIL COACH ROUTES. (*Page 143*).

One of the coach routes was very similar some forty years later, the mail coach from Falmouth (leaving at 7 a.m.), passing

through Truro, St. Austell, Lostwithiel, Liskeard, Torpoint, Devonport, Erme Bridge, Totnes, Newton, Chudleigh (at 9.39 p.m.), leaving Exeter at 8.15 a.m., and passing through Collumpton, White Ball, Taunton, Bridgwater, Street, Wells, Old Down, Bath, Alworth, Devizes, Marlborough, Newbury, Theale, Maidenhead, Hounslow, and reaching London ("Spread Eagle" or "Swan with Two Necks") about 6 a.m. the following morning. The speed, of course, was greatly accelerated, the journey of 307 miles being accomplished in less than fifty hours, including the stoppage at Exeter for the night. The "Quick-silver" coach ran in the forties. Another route (from Falmouth at 7 p.m.), passed through Truro, Bodmin, Launceston, Okehampton, Exeter (10 a.m. next morning) Honiton, Axminster, Bridport, Dorchester, Blandford, Woodyates, Salisbury, Overton, Hartfordbridge, Bagshot, Staines (4.26 a.m. next morning), and reached London ("Bull and Mouth,") about 6 o'clock. This was even quicker, the entire distance of 271 miles being run in some forty-five hours.

#### THE CLOSE OF THE FOREIGN MAILS AT FALMOUTH.

Mr. Newberry Cox, who for forty years—he was appointed in 1856, and succeeded Mr. Rufus Ellis—was the hard-working Postmaster of Falmouth, has an interesting story to tell. The following pages from his book of notes give an outline of it. Although the old Packet Establishment was broken up,—some foreign mails were still received and despatched in Falmouth. This made additional work, and without a single clerk, and with only his wife to help him, Mr. Cox had to deal with these and the local mails as well. Sometimes he could hardly snatch a few moments for meals, and when the Plymouth mail was late, he would meet it halfway to Truro, and receive the arriving mail from the coach, turn the guard back with the outward mail, and save the delivery in Falmouth. As he had to be on duty from seven in the morning, it goes without saying that he was not a little fagged out, although the inhabitants of the town benefited. The hours of duty were supposed to terminate at 10 p.m., but the nights were encroached upon, and for four years he has recorded that he never had a full night's rest, although he never failed to despatch a mail. The Post Office was frequently moved. It was then in Post Office Yard; afterwards in Church Street on one side, then at a house opposite; subsequently in the Moor, and afterwards in a house in Market Street, after which it was located in the historic Bell's Court, where Mr. Cox resided for



WILLIAM BRYCE,  
GUARD OF THE FALMOUTH MAIL COACH,  
(From an Oil Painting.)



five or six years. It was after this removed to Church Street again, to a house opposite the "News Rooms." Mr. Cox had to provide an office, and received no allowance for expenses. Finally, through his efforts, which were seconded by Mr. John Freeman, Messrs. Fox, Broad, and others, a house was built on the site of two old cottages in Church Street, and this is where the present enlarged building stands. It is now the property of the Government.

For thirteen years Mr. Cox worked unprovided with a clerk, and was practically unable to obtain a holiday. When the clerk came at last, he had to be trained, and this was the case with each of the successors. The mails from abroad were sometimes so heavy as to require an omnibus to transport them to Plymouth, and although they gradually lessened, some Royal and ship mails arrived at Falmouth as late as 1870. Mr. Cox used to go out to meet the steamers to save time, and found these little trips the least taxing of his heavy undertakings—for in his youth he had made many voyages and was fond of the sea. For many years he had no remuneration for all this extra work, and frequently suffered from a tired brain and over-strung nerves.

His refusal to make up a "false mail" (sealed with the office seal), to oblige certain gentlemen who came ashore from a blockade steamer at the time of the American War, showed a strict adherence to official rules and no little principle and determination. For a fortnight he was entreated to "name his price,"—no matter what the amount, and firmly replied that no price could be paid.

When the staff increased—after the foreign mails had ceased—so did the work. In 1860 the number of issued and paid money orders alone was 11,623, and on the first of each month, an abstract of the accounts from the two recording books had to be made up, and balanced exactly. Later on came the Savings Bank deposits, with their thousands of entries and receipt books. And to the increasing postal work were added the purchase of Government annuities and stocks, the telegraph system, licences, various legal forms and taxes, stamped deeds, postal orders, the parcel post, the telephone, and express deliveries. At Christmas the pressure in a town of 14,000 inhabitants is enormous.

Before he retired, Mr. Cox felt that he had had his full share of hard work.

If I may refer critically to a Government Department which of all others is the people's friend, I should say that every office

should be managed by a staff at least equal to the average amount of work, and not the minimum. The great revenues of the General Post Office can afford the comparatively trifling cost of adequate "motive power" for its valuable but intricate machinery.

REMINISCENCES OF THE SERVICE. (G.P.O.)

I have given above Mr. Newberry Cox's interesting account of the work which fell to his lot while Postmaster of Falmouth. It was very arduous, and is still so owing to the increase of various facilities for the public, unknown in former days. Since the prosperity of Falmouth was founded on "the Mails," it may interest some if I record here a few fragmentary memories of the Service. I remember one important office, Douglas, Isle of Man, over which a woman presided with credit. Douglas, then a very considerable, and now a very large place, found Miss MacAdam equal to the post. She was a woman of ability, method, resolution and nerve, and on one occasion (being a goodly size) grappled herself with a nocturnal thief in the office, to his complete undoing. My father thought highly of her, and used to say—"My best men are the postmistresses!"

I may add that the great offices (of cities) were, however, never handed over to feminine care—such offices as Manchester, Leeds, Liverpool, Bristol, etc. These were snug home appointments sought after by officials who held superior appointments as regards rank and responsibility, since the "commission" on stamps was continually increasing, and the salaries ran from £1,000 to £1,500 a year. I remember over one of these offices a member of a Ducal house presided, over another the heir to a peerage, while in other instances large private means in addition enabled the officials in question to live in good style, in nice houses, and with men-servants and carriages. But the salaries have been reduced and fixed, and the city postmasters are now independent as regards supervision, and are directly responsible to the chiefs of St. Martin's-le-Grand. Liverpool has a suburban postal district attached to the central office, and the Isle of Man is included. In fact all the salaries of leading officials have been, more or less, cut down, and the palmy days are over. In the old days the more important appointments were made through interest rather than merit, and many a man came from a country seat to guide and guard the course of Her Majesty's mails, who preferred home life to exile in India before the time of the Suez Canal. Some of them were more competent



following the hounds than the track of the mails, and loved a race-horse better than a post office. No doubt they were pleasant company—not too much trammelled with red tape. In the Surveyor's department, there used to be an obsolete system of "mileage," for which extra pay was given, which was, of course, the strongest inducement to some officials to make unnecessary journeys and take the longest routes. Finding that the system was open to abuse, the chiefs of the G.P.O. sent for statistics to all in the department. My father returned exactly what he received—neither more nor less—for legitimate journeys, and the amount was at once assigned to him, the salaries, however, being settled on a new basis, viz., that of a fixed travelling allowance instead of the indefinit "mileage." Someone, however, who foresaw possible prospects of reduction, and desired things to go on as they were, returned an understated amount, and was much taken aback by his annual salary being fixed on his own figures. His subsequent explanations received, I believe, a sarcastic reply, but I do not remember as to the final adjustment. The story came to my knowledge as a child, owing to a friend congratulating my father (who had merely been straightforward), and I never remember any reference to it again. The older folks were not aware that there was a little "chiel amang them" making mental notes, and as all are gone connected with those days, there is no reason why I should not mention the incident, illustrative as it is of the ways of the service in the past. As may be supposed companies were anxious to contract for the "Royal Mails," since their conveyance was a guarantee of punctuality and speed, and a recommendation to the public. My father gave his opinion with the strictest impartiality and, in order to maintain an independent attitude, he would never accept the smallest thing which would place him under an obligation to any company—whether in the shape of a free ticket or passage—or any presentation or privilege. Of course, this is as it should be. A good official must invariably consider the public benefit. The G.P.O. is a most remunerative Government service, even the postal telegraph department being capable of good returns, and the late great reductions in the salaries of leading appointments tend to keep clever men, who have families to bring up to the best advantage, out of the service. Postmasters of country towns are sometimes also overworked at Christmas and at other periods, while this tendency to "cheese-paring" produces no real effect on the general expenditure.



The name of "Surveyor"—a misnomer, considering the popular view of the word and the class of work connected with it—was no doubt derived from some obsolete appointment, and should have been altered to "inspector" or "controller." Looking in an old almanac of the date of 1776, I turned to the pages devoted to the Post Office, which are now very amusing reading. There I found recorded one "Resident Surveyor, Nathan Draper, Esq.," who had £200 per annum, and three others, two of whom had £300 a year each, and the other £220. The Secretary at Headquarters (Anthony Todd, Esq.) got £200 a year, and no doubt was thankful, while no official exceeded £300 in annual salary, except the two Postmasters-General. So limited and scanty was the entire establishment that the names of the London sorters were given, and messengers at 12s. a week, and "window" men, "door-keepers," and "watchman," are all entered. One Anne Osborne was the housekeeper, and "passing rich on £40 a year." A number of "Clerks of the roads" apparently dealt with the mail coach routes. As for the "rates of postage," they must have distracted alike the officials and the public. To send a letter to Scotland 5d. had to be paid, while a penny would only convey one to "any Place not exceeding one Stage from" "any Post Office in Great Britain or Ireland." A glance at *Whittaker* will show the vast development which has taken place.

To add a few more reminiscences; when any important alterations took place with regard to mail, a meeting of the Surveyors used to be convened, probably at Tenley-on Thames, etc. These meetings were necessary for arranging the proper connection of mails passing through each postal district, and a good deal of intricate work and calculation impossible by correspondence were carried out, enlivened by good dinners, and an agreeable social time. They created a pleasant fraternal feeling. Among them at one time was Anthony Trollope, whom I well remember at our house on occasions. He was a man of boundless energy, which enabled him to do his official work, write innumerable books, and travel and ride to hounds, with apparent ease. No more repose was left in the house when he awoke in the morning. Doors slammed, footsteps resounded, and a general whirlwind arose, as he came or returned from his bath, or walked out in the garden, and from that time until nightfall, he was as busy as a man could be. He had a scorn of everything in the way of pretension—even of justice to time-honoured institutions,—and slurred over his family history, and belittled

“the service” right royally. “Post Office” (he always omitted the “General” or departmental style and title)—he would write with a little “p” and a little “o,” as though it were a village sub-office, retailing stamps with tobacco and onions, and I remarked on this one day to his brother-in-law, Sir John Tilley, who responded by a hearty laugh. Such a “John Bull” was independent at all points, and his publisher’s cheques enabled him to live in good style after retirement from “Her Majesty’s Service.” An establishment like the Herald’s College, or the stately “powers that be” of official life, would have been rent in twain by his indifferent down-rightness, and pomps and vanities generally dispersed like bubbles. Early saints and antiquities would have fared no better. Such was his nature which, as I recollect it, was full of fiery and energetic bluntness. Who would have thought episcopal dignitaries could have been of his kin? Yet as regards imagination, he was unusually gifted, as shown by his best works of fiction, and he would describe a woman’s feelings and ideas in regard to a lover better than a woman herself.

Far different was Sir Rowland Hill, a cool, quiet, persistent, long-headed little man, who held on resolutely to his ideas, and was a stickler for formalities and law and order. He had a mental attitude which was alert for fresh information, and would not let a thing drop until he had got at the facts. His scheme of penny postage regardless of distance, should make all of us grateful to that capable, calculating head.

Mr. Frank Ives Scudamore, a tiny man, initiated the Postal Telegraph service, and was an author to boot.

Sir George Henry Freeling, connected with the old Packet days, I never knew, since he died in 1841. But the house of his widow and her family was ever open to us young people on holidays, long after, when at school at Clifton, and many are the pleasant reminiscences we still preserve of those happy hours of freedom from studies.

This discursive note—possibly of some interest to my readers if they like to know a few trifles about the inside track of the department which looks after their letters—must close. If I might add a word of advice—I would suggest for public benefit that the loss of a letter does not concern the Postmaster-General (who is a Cabinet Minister and has rather a large correspondence)—and that the Postmaster of the town where it was posted will usually set in motion sufficient official machinery to recover it, unless it be posted (as one or two have been) in a

half-opened umbrella, or the pocket of an overcoat. The Surveyor of the district will also give valuable advice to committees in agitation about mails and trains, since he knows the routine of his own counties better than any other official, and his recommendations carry an expert's weight with the central authorities. How to communicate with him can always be ascertained at any Post Office of sufficient size. A memorial like that relating to the continuation of the Packet Service at Falmouth, affecting large public interests, is very properly addressed to the head—the Postmaster-General, before whom leading questions are passed in careful review, and dealt with in the Secretary's Department.

Those who visit St. Martin's-le-Grand—and it is well worth a visit—will find a room assigned to relics, among them some of the old Packet Service, to which collection additions are always welcome. It is the one old-world and romantic spot in that vast and busy building.

CARNE. (*Page 147*).

In the *Parochial History of Cornwall* (St. Agnes) it is stated that “in 1559, Henry, Earl of Rutland, then Lord of the Manor of Trevaunance, sold the fee of his right in Trevaunance to Richard Carne the younger, of Camborne, gent., who reconveyed it the same year to John Jeffry; and he conveyed it in 1593 to Thomas Tonkin. The above-named Richard Carne gave for his arms (as appears by his seal), a pelican in her nest with wings displayed, feeding her young\* ones, which coat is still to be seen in Trevaunance seals, and in the roof of St. Agnes' church. He was descended from the Carnes of Glamorganshire, in Wales, who derive their pedigree from Ithal, King of Gwent, whose direct ancestor was Belimaur, the father of Cassibelan; which Carne settled in Cornwall, as we have it by tradition, upon his ancestor's marriage with the heiress of Tresilian of Tresilian, in the parish of Newlyn.” (*Hals.*) The late Chief Justice Earle, who was connected with the family, traced his descent from the Welsh family of Carne. It is well known that the Welsh were careful preservers of pedigrees.

Mrs. John Camin and Mr. Dominique Palairret were Huguenots by descent. In 1865 the inhabitants of Falmouth commissioned Mr. Sidney Hodges to paint a portrait of Mr. William Carne, which now hangs on the walls of the Council Chamber in the Municipal Buildings. The inscription runs:

\* Arms of Tresilian.

“William Carne, Mayor, 1855, 1863, 1864. Presented by his fellow-townsmen, 1865.”

Mr. Richard Carne's relations removed from Falmouth, but Mr. John Carne, grandfather of Mr. W. Naylor Carne, settled there. He died at the Cottage in 1839, aged 78. His sister married Dr. James Moor, who lived in Church Street. Mrs. Moor owned Trewoon. There was no issue of this marriage, and on the death of Mrs. Moor in 1841, in Truro, at the age of 80, her property was inherited by her late husband's nephew. The tablet to the memory of her brother in the Parish Church was erected in accordance with Mrs. Moor's will “as a token of his worth and her affection.”

FOX. (*Page 149*).

It is not known whether Captain John Fox, Lieut.-Governor of Pendennis Castle from 1646 to 1658, and then Governor, was related to the Falmouth family. But if so, he was the first of the name in the neighbourhood. Mr. Wilson Lloyd Fox has given me the following notes: “On the gateway of Catchfrench, in the parish of Hessenford, near St. Germans, is an armorial bearing with a fox on a cap of maintenance at the top, where it was affixed in stone by my ancestor, Francis Fox. He married Dorothy Kekewich in 1646, and on their first settling in Cornwall, Catchfrench, being vacant, became their residence. It is now the property of the Glanville family, but was formerly the seat of the Keckwetches of Exeter, and in Carew's *Survey of Cornwall* it is quaintly stated that ‘Mr. G. Keckwitch of Catchfrench whose continual large and inquisitive liberality to the poor, did in late dear years extraordinarily extend itself to an inviting emulation, but beyond the apprehensive imitation of any other in the shire.’”

“Francis and Dorothy Fox joined the Society of Friends some time between 1647 and 1653. His son, Francis, who settled at St. Germans at the time of the Protectorate, married (secondly) Miss Tabitha Croker, who was the mother of George Fox of Par. And from the second marriage of the last named George (who was not related to the celebrated founder of the Society of Friends), the Foxes of Plymouth and Falmouth are descended.” Dr. Wilson Fox, F.R.S., and formerly Physician to the late Queen Victoria, was a descendant of George Fox by his first marriage. Mr. Wilson Lloyd Fox adds, “Mr. George Croker Fox founded the business of ‘Messrs. G. C. Fox and Co.’ in 1754, and settled in Falmouth (from Fowey) in 1762. Mr. Robert Were Fox, Senior (father of Mr. R. W. Fox, F.R.S.), of Bank House, in

Grove Place, Falmouth, and Penjerrick, established the Petran Foundry. He was a mine owner, merchant, ship-agent and Consul, and accumulated a considerable fortune during an active business life." The name of Were, which he and his son bore, was derived from the old Devon and Somerset family of Were or Weare, of Wellington and Poole. The Crokers (or Crockers), whose name has been also borne for a long period in the family, were also an ancient Devonshire family. Sir John Croker was cup-bearer to Edward IV. "Crocker, Cruwys, and Coplestone, when the Conqueror came were all at home," was the old saying mentioned in *Prince's Worthies of Devon*, 1701.

The eldest son of George Fox, of Par, was George Croker Fox, the first of the family who settled in Falmouth. He died in 1781. His eldest son, born 1752, the second George Croker Fox, married Catherine Young, an heiress, and built Grove Hill House; he was succeeded by his eldest son, also called George Croker, who married Lucy, daughter of Robert Barclay, of Bury Hill, Surrey, and died in 1850, without issue.

The second son (of the first George Croker Fox), was Robert Were Fox, senior, who married Elizabeth Tregelles, and whose eldest son was Robert Were Fox, F.R.S., of Penjerrick, who married Maria, another daughter of Robert Barclay.

Three other sons (of the first G. C. Fox) died without issue,—two of them, Philip and William Were, in the shipwreck mentioned in p. 151, while the other, Joshua, who wrote the letters, from which extracts have been taken, died at the age of thirty-one, in 1791.

Of the sons of Robert Were Fox, senior, the third son was Joshua Fox, of Tregedna, whose eldest daughter married Captain James Bull, jun., R.N. The fourth son was Alfred Fox, of Glendurgan, who married Sarah, daughter of Samuel Lloyd, of Warwickshire. And the sixth son was Charles Fox, of Trebah.

To return to George Fox, of Par—his second son was Joseph Fox, the surgeon (born in 1729), who also came to Falmouth about the middle of the eighteenth century, and married in 1754, Elizabeth, daughter of Richard Hingston, surgeon, of Penryn. From him Nathaniel Fox, of Falmouth, is descended. This branch followed the medical profession, in which some distinguished themselves. From the third son of George Fox, of Par, are descended the Foxes of Plymouth.

Mrs. Elizabeth Fox, of Bank House, died in 1854, at the age of eighty. Mrs. Schimmelpenninck was wont to call her in the early part of the century a "Mother in Israel." Mr. and Mrs.



Charles Fox, of Tredrea, where they lived first, drew around them many literary people, Mrs Charles Fox being a woman of strong literary tastes, and a friend and correspondent of the Coleridges, etc.

Another Charles Fox (of a different branch and earlier generation) it was who calmly took a sketch of his burning house in or about 1790, after finding nothing could be done to avert its destruction, although the property was not insured. After this he travelled in the northern part of Europe, making many sketches, and publishing a Russian work. He had previously written *Cornish Dialogues*.

#### THE ROYAL CORNWALL POLYTECHNIC SOCIETY.

This Society originated in the deep interest taken by the late Miss Anna Maria Fox in the models brought to her father by some of the ingenious workmen of the Perran Foundry. It was strongly supported in the county, and in 1835 William IV. became its Patron; followed in 1837 by Queen Victoria, and now, in 1901, by Edward VII., who has also consented to be Patron of the Society. An excellent pamphlet concerning it, called an *Historical Synopsis*, by Mr. Wilson L. Fox, was published in 1882, and the annual exhibition of the Society antedated the international exhibitions which are now so popular and planned on so extensive a scale. The iron works at Perran were the first of any importance in Cornwall, and greatly promoted facilities for mining.

#### NOTES FROM THE MS. DIARY OF CATHARINE PEYTON FOX.

Miss Fox, daughter of the second George Croker Fox, noted down an interesting family account of some visits. Among other things she wrote that in the course of their journey to Gloucester, they had a desire to "view the lovely seat of Sir J. Onesiphorus Pearl, a queer name truly, and from what we heard he is a queer man, too, disappointed when young, therefore hating *all women*, having as few as possible about him even in the way of servants. A crusty old bachelor truly. Surely his sex is very inferior, for what woman ever hated all men because of one!" During her visit to the Lloyds at Birmingham, she met the Schimmelpennincks. When in London she related how a gentleman of their party apologised one day for keeping them waiting by saying he "had taken some friends to see the Velocipedes tried, who had kept him beyond his time." These machines were the forerunners of the modern bicycle, and were for a time rather fashionable.

R.C. POLYTECHNIC SOCIETY AND THE FALMOUTH  
OBSERVATORY.

This Observatory, one of the seven first-class Observatories in the British Isles, was established in Falmouth owing to the advantages given by the Polytechnic Society. The Meteorological Council granted an annual sum, and the building was completed in 1885. The subterranean room for the Magneto-graphs—which are so sensitive that no one is allowed to enter the room with steel or iron articles, even watches having to be removed,—is of great value, and a variety of beautifully adjusted scientific instruments are fixed in and around the house, which is carefully isolated. Mr. Wilson L. Fox, Hon. Secretary of the Meteorological Committee has given valuable aid to this important work, while Mr. Edward Kitto, the Secretary of the Polytechnic Society, has for many years taken the various records furnished by these instruments. An hour at the Observatory quickly passes, as one becomes absorbed in viewing the ingenious sun-gauge, and the way the anemometer whirling in the breeze—records the force of the wind,—with the various scientific processes, all self acting, which make the work of such an institution so accurate and useful.

## KENT MEDAL. (Page 158).

Inscription: "To commemorate the Destruction of the *Kent* East Indiaman by fire in the Bay of Biscay, and the reception on board the brig *Cambria*, William Cook, Master, of 547 persons thus providentially delivered from death. From Falmouth, Truro, Helston, Penryn and St. Ives." "Rob Roy" MacGregor was born on board the *Kent* in the course of her disastrous voyage, and landed at Falmouth as a baby in safety.

## TIPPET. (Page 162).

This family is an old one, of St. Wen, the name being originally Tebbot, or Tebot,—possibly French. Hals says of them "Checkenock, now Killignock, in the parish of St. Wenn, was another district taxed in the Domesday Book, 1087, from, whence was denominated an old family of gentlemen, surnamed, de Killignock, where they flourished in good fame for many generations, till the time of Henry VIII., when the only daughter and heir of Thomas Killignock was married to Richard Nanskevall, *alias* Tyyppet of St. Columb, which marriage brought these lands into his possession, where for three or four descents his posterity flourished in genteel degree, till the latter end of



the reign of King Charles II., when Matthew Tippet, Gent., that married Ringwood, of Braddock . . . sold this place and the manor of Borlace Varth to Mr. Joseph Hawkey, his attorney-at-law . . . and his other lands." Mr. Tippet, the solicitor of Falmouth, died in 1820. He married Harriet daughter of Mr. George Bell. His eldest son, James Vivian Vivian, by the will of his kinsman, John Vivian of Pencalenick, took the surname of Vivian only instead of Tippet in 1817. The latter was born in 1701, and was the son of Johnson Vivian, of *Rostrean*, Camborne, once merchant and Mayor of Truro, who was descended from the old family of Vivian. He bought Pencalenick in St. Clements. Left to a nephew, the estate finally came to James Tippet (already mentioned) who with his brother Charles, as heirs to the Pencalenick estate, assumed the name of Vivian. None of the sons of Mr. Tippet, the solicitor, lived to inherit it, however, and it passed to a cousin of the name of John Tippet, and is now in the possession of Mr. Michael Henry Williams. (*Arms*).

FALMOUTH DOCKS. (*Page 163*).

Five years were occupied in constructing the docks and breakwaters, the work commencing in 1860, when the foundation stone was laid by Lord Falmouth. After 1865, the company was obliged to mortgage the property to the Public Works Loan Commissioners, who carried on the undertaking. The contractor was Mr. Robert Sharpe, who was also a director. Mr. Sharpe was also contractor for the Falmouth branch of the Cornwall railway, completed in 1863. He constructed the Castle drive in 1865, and on its completion was presented with an address of thanks on vellum, in acknowledgment of the time and services he and his staff had gratuitously bestowed on the work.

HAWKE. (*Page 165*).

The family of Hawke was originally of Trerwin in St. Cleather, where two of its members married the heiresses of Hare and Prust. There have been numerous families of the name with varied arms.

BROAD. (*Page 169*).

A full-length portrait of Mr. R. R. Broad, Senior, painted by Mr. Truscott, was presented to him by Lord Northbrook at a public dinner in 1879, in recognition of his long and varied services, and hangs on the walls of the Council Chamber of the Municipal Buildings. A copy of this was also given to him, and

is possessed by the family. The portrait is inscribed "*Robert Richards Broad, 1841, 1849, and 1862. Presented by his fellow townsmen.*" In 1863 when Mayor of Falmouth, he presided at the public dinner on the occasion of the opening of the railway to the town.

In the illustration, Mr. Broad is represented as wearing two orders of foreign Knighthood, one of Holland, while Vice-Consul for the Netherlands, and the other of Saxony, conferred for services rendered to the Saxon government.

The armorial bearings, granted in 1667 to an ancestor of Middlesex, include (crest), a crowned lion's head on a cap of maintenance.

#### CARVERTH.

An indirect connection with an old Cornish family was made by Mr. Sidney Broad through his marriage with a daughter of Mr. Edward Read, of Falmouth, who was born at Helston in 1794. Mr. Read married Elizabeth Truscott Carverth, daughter of Nicholas Carverth, and granddaughter of Richard Carverth, of Barthlever, in Probus. This family was related to the Temples, of Gluvias, the late Archbishop being a first cousin of Mrs. Broad. The Temples were connected with the Penroses, Trevenens, and Arnolds of Rugby. The Carverths were seated formerly at Carverth in Mabe, (temp. Chas. I.), Meudon in Mawnan, and Casawes in Gluvias, and the estates fell to the ancient de Leverton family, who represent them. The old monument in S. Gluvias Church to Henricus Carverth, who died in 1684, has been recently restored. (*Arms*).

The barton of Carverth in Mabe finally became the property of Mr. J. Gwennop, of Falmouth.

Mr. Read's third son, Carverth Read, who matriculated at Cambridge, was the author of various articles on logic and philosophy. His eldest son, the Rev. Edward Read, M.A., was vicar of Devonport, etc. The two other sons entered the medical profession.

#### HITCHINS

The popular and esteemed curates-in-charge, the Rev. Richard Hawkin Hitchins (the friend of Captain Melvill), and the Rev. Lewis Mathias, successively took the place of rectors of Falmouth from 1794 to 1837, memorial tablets to their memories in the Parish Church bearing testimony to the affection of the parishioners. Mr. Mathias was previously curate of Mevagissey. He inaugurated two reforms. One related to the pews of the

church, which were held as private property, rented to others, and locked up with keys: they were mentioned in wills, and the incomes of some old ladies depended in part on the rents. Mr. Mathias exerted himself, and successfully, to abolish this, being supported by the Chancellor of the diocese. He also established the National Schools, after a strong appeal to the people for funds, in which appeal he was aided by my great uncle, Barnet Falck, Jun., who was greatly interested in the effort.

#### SWANPOOL TUNNEL.

In the *Selector* of 1826 (No. 5) an account is given of the channel cut in the rock, which prevented the overflow of the pool. This tunnel, about 240 feet long, and four feet high, was cut "through the industry of one poor man and his son," who accomplished the work in seven months. It was opened on April 7th, 1826, in the presence of Mr. James Bull, and others who had subscribed for it, the boys of the Classical School being freed from lessons earlier in order to be present. Mr. W. T. Tresidder—then a boy of nine years old—was one of them. A good road on the bar between the sea and the pool was thus secured.

#### THE CELEBRATION OF 1837.

This Celebration took place on the occasion of Queen Victoria's Accession in 1837. Perhaps the record of that event in our town may be of sufficient interest—as showing what was done, and who did it—to be given as lately reprinted in the *Royal Cornwall Gazette*, from the old account. The shops were closed, the houses decorated, and the harbour was gay with beflagged ships and Packets. And a procession—an *omnium gatherum*—the like of which has never been seen in Falmouth before or since, marched to the Green Bank, and back to Arwenack, reading proclamations on the way. (*Copy*).

“ Her Majesty was proclaimed here on Tuesday.

The High Constable on horseback.

A Trumpeter on horseback.

Band.

Constables.

Capt. Whalley and a detachment of the 37th Regiment.

Flags.

The Clergy in their gowns.

Lieut.-Gen. Anderson, late Governor of Pendennis Castle.

Officers of the Navy, according to seniority, in full uniform.

- Sailors in white shirts and trousers.  
 Revenue Flags.  
 Collector,\* Controller, and Officers of Customs.  
 Collector, and other officers of Excise.  
 W. Gay, Esq., Packet Agent, and the Clerks of his Office.  
 — Budd, Esq., and the officers of the Ordnance.  
 Flags.  
 Sergeants with Maces.  
 Page. Twenty-six young ladies in white. Page.  
 Bearing a printed copy of the Proclamation.  
 The Mayor and Town Clerk on horseback.  
 Aldermen and Town Councillors.  
 Inhabitants of Falmouth and its neighbourhood.  
 Members of the Hand-in-hand Club.  
 Young gentlemen of the Classical School.  
 Flags.  
 Marines of the *Astræa*.  
 Gentlemen on horseback.

I believe the "navy" should have preceded the "army," but no doubt Falmouth was quite satisfied with its demonstration, as arranged.

In one of the Minute-Books of the Corporation of that date, it is recorded, "John Pascoe expenses proclaiming the Queen," 14s.

#### CONSTITUTION OF FALMOUTH.

Since the note on this old document was printed (p. 180), Dr. Banks (Mayor of Falmouth) has informed me that he has discovered that "the three signatures approving and authorising the various clauses are the autographs of the three Counsel for the defence in the trial of the Seven Bishops; Somers, Treby, and Holt, all of whom are referred to by Macaulay in one paragraph, in the chapter describing that trial." This historic trial took place in 1688, and the "Constitution" was drawn up in 1696.

#### POLE ON THE BLACK ROCK.

In south-east gales this pole was frequently washed away, and the Trinity Board erected the granite beacon on the rock.

#### H.M.S. ANSON.

While these pages are in the press, the singular discovery has been made of the hull of the old warship *Anson*, off Porth-

\* Edward Hull, Esq.

leven, buried in the sand below the sea. She was one of the numerous frigates which anchored in Falmouth Harbour, and on sailing west in December, 1807, she was wrecked with a loss of fifty lives, including Captain Lydiard, a distinguished officer. Her guns still lie on her decks, and the timbers, protected by masses of sand, are still sound.

#### RECTOR'S RATE. (*Page 43.*)

The Falmouth Rector's Rate as such was abolished with the consent of Canon Christopherson, who gave up a portion of a large and yearly increasing income for a fixed stipend. After a certain period the collection of this rate by the Corporation will entirely cease. This is the only method of correcting the original blunder.

#### NOTE ON ILLUSTRATIONS.

The portrait of Mr. George Bell is not, unfortunately, in a condition to be photographed clearly enough for reproduction, and the Killigrew brass has been substituted. The page of Packet Commanders was found to be impracticable, and the portraits have been given separately. Two of my pen and ink sketches have lost all the fine lines in reproduction, owing to the ink not being sufficiently black for the process. I am indebted as follows for illustrations:—

FALMOUTH HAVEN, to the Rev. E. Hensley.

KILLIGREW BRASS, to the Rev. W. Jago.

PENDENNIS CASTLE, to Mr. John D. Enys.

SIR THOMAS FAIRFAX, to Mr. John D. Enys.

AUTOGRAPHS OF SIR PETER KILLIGREW AND FAIRFAX,  
to Mr. John D. Enys.

"WESTMORELAND" PACKET, to Mr. John D. Enys.

"MERCURY" PACKET, to Dr. Montgomery.

For the portraits I am indebted to the families to whom the various oil-paintings belong.

## FALMOUTH CHRONOLOGY.

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- 9th century. Pendennis supposed to have been fortified by the Danes.
- 1120 The Naming of Gyllyngvase.
- 1403 Manor of Arwenack acquired by the Killigrew family, *temp.* Richard II.; Landing of the Duchess Dowager of Bretagne at Falmouth Haven, on her way to wed Henry IV.
- 1538 Old Fort erected on Pendennis Point; oldest (existing) fortification of Pendennis built.
- 1542 St. Mawes Castle built.
- 1542-44 Pendennis Castle built, *temp.* Henry VIII. Sir John Killigrew first Governor, which office he retained until 1567.
- 1544 Supposed date of Henry VIII.'s visit to the two castles.
- 1552 Date of Sir Walter Raleigh's visit.
- 1567 Arwenack Manor-house built by John Killigrew.
- 1600 Ale-house called "Penny-come-quick," near Greenbank quay, established by Mr. Pendarves' servant.<sup>c</sup>
- 1600 Arwenack House, and a few fishermen's huts, all that were built.
- 1613 Date of the rise of Falmouth; Sir John Killigrew's plan.
- 1613 Petitions of Truro, Penryn and Helston to James I. against its progress.
- 1619 Sir John established a lighthouse at the Lizard.
- 1620 Visitation of the Heralds.
- 1642 Prince Charles (Charles II.) at Pendennis Castle, protected by the Governor, John Arundel.
- 1644-5 Duke of Hamilton confined in Pendennis Castle.
- 1644 Queen Henrietta Maria at Pendennis Castle on her way to France.
- 1646 Pendennis Castle besieged by Cromwell's forces under Sir Thomas Fairfax, in March, and Arwenack House partly destroyed by fire. Surrendered in August, 1646.

\* 1550 has also been mentioned as the date, possibly of the erection of the house.

- 1650 The Custom-house removed from Penryn to Falmouth, near the Market Strand.
- 1652 Markets established by Sir Peter Killigrew.
- 1655 George Fox (the founder of Quakers) visited Falmouth.
- 1660 The names of Smithike and Penny-come-quick changed to Falmouth by Charles II.'s proclamation, August 20th.
- 1660 William Killigrew created a baronet.
- 1660 A prison built.
1661. October 5th. Charter of the Incorporation of Falmouth granted by Charles II.
- 1661 A quay authorised.
- 1662 Parish church built; opened 1663; consecrated 1664.
- 1662 An Independent Congregation formed by Thomas Tre-goose.
- 1663 Register of Baptisms at Falmouth Church commences.
- 1664 Registers of Marriages and Burials commence.
- 1664 Falmouth Parish separated from Budock and Gluvias by Act of Parliament.
- 1664 Falmouth Parish Church consecrated by Dr. Seth Ward, Bishop of Exeter.
- 1664 Two hundred houses in Falmouth.
- 1664 (or 67) Earldom of Falmouth created by Charles II.
- 1670 Society of Friends first established.
- 1670 Sir Peter Killigrew built a new quay near Arwenack.
- 1670 Baptist Society established.
- 1684 Chancel built at East End of Parish Church, by Walter Quar-me, rector.
- 1686 Gallery built at West End of Parish Church by Sir Peter Killigrew and Mr Bryan Rogers.
- 1688 Falmouth became a Packet station.
- 1696 Constitution of Falmouth drawn up and adopted.
- 1699 Gallery on North Side of Parish Church, built by contribu-tions.
- Close of 17th century, 350 houses in Falmouth.
- 1703 Gallery on south side of Parish church built, and also organ at West End.
- 1704 Sir Peter Killigrew (second) d. at Ludlow, Shropshire, January 8th. Interred in Falmouth Church.
- 1705 Five Packets sailed between Falmouth and the West Indies.
- 1708 Church and Chancel paved by Robert Corker.



- 1709\* The Mayor and Corporation of Falmouth established their claim against Truro to the jurisdiction of Falmouth harbour.
- 1713-15 Independent Chapel erected in Prince Street.
- 1715 Congregational Chapel built; enlarged 1789.
- 1717 Pendennis Castle struck by lightning and seriously damaged.
- 1723 Independent Chapel in High Street.
- 1725 Town Hall in High Street given by Mr. M. L. Killigrew, a brick building, previously a chapel.
- 1737-8 Granite pyramid built by Mr. M. L. Killigrew, near Arwenack.
- 1740 Large church bell provided by Mr. M. L. Killigrew.
- 1745 John Wesley at Falmouth.
- 1748 Fairs at Falmouth; July and October.
- 1749 Alterations made at the Parish Church, probably to the tower, etc.
- 1750 Seaman's Hospital established.
- 1750 Church enlarged at West End.
- 1750 Between 500 and 600 houses in Falmouth.
- 1751 Freemason's Lodge (of Love and Honour) established. (The "Mother Lodge" of the Province).
- 1753 New Independent Chapel built in High Street.
- 1754 Methodists first established in Falmouth by John Wesley.
- 1757 Benjamin Franklin landed at Falmouth on his way to America.
- 1766 First Jews' Synagogue, near Mount Sion.
- 1769 Baptist Chapel in Well Lane.
- 1779 Death of Joan Davis, aged 101.
- 1780 Mrs. Ann Davell's Charity of £9 per annum to poor widows or their sons.
- 1781 Falmouth Bank established; Joseph Banfield and Co., afterwards Carne, Lake and Co.
- 1781 October 25th. A fire, which caused distress to twenty-five families.
- 1785 New Custom-house built near Arwenack.
- 1788 August 16th. A great fire in Church Street, extending up Well Lane, and as far as the present Public Rooms.
- 1789 Grove Hill House begun.
- 1790 New Independent Chapel in High Street; Mr. Wildbore, minister.

\* Date of 1703-4 also given.

- 1791 Methodist (or Wesleyan) Chapel in Killigrew Street, enlarged in 1814, organ in 1859; great thunderstorm; Trescobeas and ships in harbour struck.
- 1792 August 21st. Great fire which destroyed forty-two houses and the theatre.
- 1792 Market-house re-built owing to insecurity of the old foundation.
- 1792 Sunday Schools founded from 1792 to 1810.
- 1793 Death of Catherine Freeman, aged 117.
- 1794 A brew-house built, disclosing a bed of beach sand under the ground.
- 1795 Crab Quay and Half Moon batteries built below the Castle.
- 1795 The Crown purchased the land on which the Castle stands (about sixty acres), from Sir John Wodehouse.
- 1797 Pendennis Volunteer Artillery commissioned.
- 1798 Organ placed in the gallery of the Parish Church.
- 1799 Baptist Chapel built.
- 1800 The Church tower raised for the clock.
- 1801 Falmouth population, 4,849. 1801-11, 719 houses.
- 1801 Illuminations on peace being proclaimed.
- 1801 *Cornwall Gazette* and *Falmouth Packet* started.
- 1802 Richard Pidgeley bequeathed £5 per annum for distribution of bread to the poor, from the estate of Mulberry Square, for 1,000 years.
- 1802 Church Charity School founded for girls, and in 1804 for boys.
- 1803-5 Friends' Meeting-house built in Quay Street.
- 1803 Roman Catholic Mission founded.
- 1804 Baptist Chapel built in Webber Street; enlarged in 1807 and re-built in 1814; and enlarged by a gallery, 1834.
- 1805 Methodist Sunday School.
- 1806 Cornish Naval Bank (afterwards Cornish Bank), opened in Church Street.
- 1806 Second Jews' Synagogue built on Porhan Hill.
- 1807 April 3rd. Public Dispensary opened.
- 1807 Misericordia Society founded by Lieut.-Governor Melvill.
- 1808 October 9th. Expedition under Sir David Baird of 150 transports carrying between 12,000 and 13,000 men, conveyed by H.M.S. *Louie*, *Amelia* and *Champion*. On 13th entered Corunna Harbour.
- 1809 Celebration of fifty years reign of George III.
- 1809 Church Sunday School founded by the Rev. R. H. Hitchins and Captain Melvill.

- 1809 The harbour pilots regulated by the Trinity Board.
- 1809 A Basking shark 31 feet long caught at Penryn.
- 1809 Second Freemasons' Lodge founded, "Love and Unity."  
Other orders.
- 1809 National Schools on Wodehouse Terrace.
- 1810 Charitable Society founded.
- 1810 Widows' Retreat founded by Lord Wodehouse and Mr.  
Samuel Tregelles.
- 1810 Mutiny of the Packets-men.
- 1810 Baptist Sunday School.
- 1811 Howellian Girls' Free School; Boys' ditto; organised by  
Miss Howell.
- 1811 Bible Society established.
- 1812 Lord Clinton, bearer of the news of the victory of Sala-  
manca, on July 21st.
- 1812 Death of John Zouster, aged 105.
- 1812 Unitarian Society founded.
- 1812 Parish Church lengthened one-third at east end, at a cost  
of £1,643.
- 1812 250 sail sheltered from a storm in Falmouth Harbour,  
convoyed by several of H.M.'s ships.
- 1812 Lancastrian Boys' School established.
- 1812 Accident at the Parish Church, causing loss of several  
lives, November 29th.
- 1812 Removal of the Market.
- 1813 Market-house built by Lord Wodehouse.
- 1813 British Girls' School founded at Smithick Hill. *Vide* 1898.
- 1813 Humane Society founded.
- 1814 Proclamation of peace and rejoicings in Falmouth,  
November 2nd.
- 1814 The *Queen* transport wrecked at Trefusis Point on her way  
home from Lisbon to Plymouth, and 195 persons drowned.
- 1814 Adult School founded.
- 1814 Infant School founded.
- 1815 Between thirty and forty Packets sailing to and from  
Falmouth.
- 1815 Napoleon brought into Falmouth Harbour on board H.M.S.  
*Northumberland*.
- 1817 Provident Institution for the relief of poor in winter founded.
- 1817 Falmouth Savings Bank founded.
- 1818 Unitarian Chapel built in the Moor.
- 1819 Cornish Naval Bank carried on by Messrs. Praed, Rogers,  
Tweedy, and Williams.

- 1819 First Gas Works established by Mr. Wynne.
- 1820 Roman Catholic Chapel built on Green Bank (formerly in Well Lane).
- 1821 850 houses, and 7,000 population.
- 1824 Classical and Mathematical School built, Headmaster, Rev. T. Sheepshanks. Endowed 1892 by a bequest from Miss Curgenvin, aunt of H. M. Jeffery, F.R.S.
- 1825 Loss of the E.I.C. ship *Kent* by fire in the Bay of Biscay, on 24th February: 547 persons rescued and brought in the *Cambria* to Falmouth.
- 1826 Public Reading and News Rooms built and opened in Church Street.
- 1826 Swanpool tunnel made.
- 1827 National School on Mount Sion opened, including Church Charity School, through the exertions of the Rev. L. Mathias and Mr. B. B. Falck, jun.
- 1827 Fire at Quay Street, and another at Tregedna.
- 1827 900 houses, and over 8,000 inhabitants.
- 1827 Visit of H.R.H. the Duke of Clarence, Lord High Admiral, in the *Royal Sovereign* yacht, and inspection of the Packets.
- 1827-8 Penwerris Church built.
- 1828 Donna Maria da Gloria, second Queen of Portugal, landed at Falmouth, September 27th.
- 1828-9 Losses of the *Redpole*, *Hearty*, *Ariel*, and *Myrtle* Packets.
- 1828 Disaster at a Falmouth ball.
- 1829 *Falmouth Packet* and *Cornish Herald* started (discontinued in 1848).
- 1829 Wesleyan Chapel in Porhan Street built.
- 1830 Bible Christian Chapel built on Smithick Hill.
- 1831 The ex-Emperor and Empress of Brazil visited Falmouth (on board the *Volage*).
- 1832 United Borough of Penryn and Falmouth incorporated, returning two M.P.s. In 1885 Flushing added, and the representation reduced to one. St Mawes disfranchised.
- 1832 Steam Packet to Lisbon twice a month.
- 1832 Primitive Methodist Chapel built in Chapel Terrace; enlarged by gallery in 1836.
- 1833 Royal Cornwall Polytechnic Society founded, and Public Library.
- 1833 Cholera at Falmouth.

- 1834 Polytechnic Hall built.
- 1834 Act creating Unions passed; meetings of Guardians shortly after.
- 1834 St. Anthony's lighthouse begun.
- 1835 The cone and iron standard on the Black Rock built by the Trinity House.
- 1835 Municipal Corporation Act passed.
- 1835 Lieut.-Governorship of Pendennis Castle abolished.
- 1836 Meridian Stone placed in field near Beacon.
- 1836 The Killigrew obelisk removed to the top of the old rope-walk.
- 1837 The office of Governor of Pendennis Castle abolished.
- 1837 Some forty Packets sailing to and from Falmouth.
- 1838 Rev. W. J. Coope, Rector of Falmouth.
- 1840 Gyllyngdune House built by the Coope family.
- 1842 Governorship of St. Mawes Castle abolished.
- 1843 Queen Victoria and Prince Albert visited Falmouth, September 1st, Mr. Joseph Fox, Mayor.
- 1845 Oddfellows' Lodge opened.
- 1845 Destructive fire at the Market Strand in January.
- 1846 Second visit of Queen Victoria and the Prince Consort on September 14th, in steam yacht *Victoria and Albert*. Mr. R. R. Broad, Mayor.
- 1846 County Court founded: held in Old Town Hall (now Oddfellows' Hall).
- 1847-8 Falmouth Water-works established.
- 1848 Western Provident Association founded.
- 1848 Athenæum Library and Museum founded.
- 1848 Penwerris made a District Church.
- 1849 British and Foreign Sailors' Society founded—Seamen's Bethel and Institute.
- 1849 Vestry added on north side of Parish Church.
- 1850 Falmouth ceased to be a Packet Station.
- 1851 H.M.S. *Astrea* left Falmouth Harbour.
- 1851 Union Workhouse founded.
- 1852 Royal Cornwall Sailors' Home founded.
- 1852 Art Union formed in connection with the R. C. Polytechnic Society.
- 1852 Swanpool Mine first worked, March 16th.
- 1853 Congregational Chapel built in High Street.
- 1853 July 23rd. 149 Vessels for orders in Falmouth under 21 different flags.
- 1853 Town Mission established.

- 1855 Young Men's Christian Association.
- 1855 Lake's *Falmouth Packet* started.
- 1857 Falmouth Cemetery laid out ; consecrated (church ground) in 1857.
- 1857 Electric Telegraph Company opened a station in Arwenack Street.
- 1858 H.M.S. *Russell*, training-ship, at Falmouth.
- 1859 Cornwall Railway opened to Truro.
- 1860 The Docks begun.
- 1860 Mail S.S. *Hungarian* lost with all hands, including G. P. Nash, of Falmouth, mail master.
- 1860 Greenwich Time generally adopted at Falmouth.
- 1860 Falmouth Archery Club.
- 1861 Parish Church provided with three bells.
- 1861 Repairs at Parish Church, Sir Peter Killigrew's vault seen, April 24th.
- 1861 Foresters' Court opened.
- 1861 The Duke and Duchess de Montpensier arrived in a Spanish Man-of-War, July 5th.
- 1861 Missions to Seamen commenced.
- 1862 Maria Camilla Training School for girls founded.
- 1862 Testimonial to Mr. T. H. Tilly, for his work in behalf of the Docks.
- 1862 Penny Savings Bank opened.
- 1862 Falmouth Debating Society.
- 1862 H.R.H. Prince Arthur visited Falmouth.
- 1862 April 12th. Great fire in High Street, destroying thirty houses. A smaller fire same year in Church Street.
- 1863 Falmouth adopted the Local Government Act.
- 1863 Gyllyngdune sold by Rev. W. J. Coope to Mr. Sampson Waters for £10,000.
- 1863 Old Rectory premises sold for £720.
- 1863 August 21st. Railway opened to Falmouth ; town decorated and illuminated ; and great whale 75 feet long, and 25 feet round, towed in from Cadgwith.
- 1863 Catholic and Apostolic (Irvingite) Church closed.
- 1864 New Town Hall begun.
- 1864 April 7th. General Garibaldi in Duke of Sutherland's yacht, at Falmouth.
- 1864 May 10th. H.M.S. *St. George* (training) at Falmouth.
- 1865 Falmouth Hotel opened.
- 1865 Drive made round Pendennis Castle.



- 1865 July 10th. H.R.H. the Duke of Cornwall and Grand Duke Alexis visited Falmouth, 1866.
- 1865 March. Hoard of 960 Roman Brass Coins, A.D. 306, found at Pennance Head.
- 1865 Fire at Masonic Lodge, destroying valuable paintings, etc.
- 1866 February 10th. Mabe Church injured by lightning.
- 1866 Working Men's Club and Institute at Bell's Court opened.
- 1866 Wesleyan Chapel built at Pike's Hill.
- 1866 Chamber of Commerce founded.
- 1866 New Gas Works opened.
- 1867 Falmouth Observatory established by the Royal Cornwall Polytechnic Society; (first Meteorological) maintained by grant from the Meteorological Council.
- 1867 Life-boat established; launched August 29th.
- 1867 Bible Christian Chapel built.
- 1867 Wesleyan Chapel built at Pike's Hill.
- 1867 Three wrecks at Gyllyngvase, and damage to shipping.
- 1868 Royal Cornwall Home for Destitute Girls built.
- 1868 March 14th. Bank House burnt down.
- 1868 June 1st. Exhibition of Bath and West of England Agricultural Society.
- 1869 St. Mawes Steamboats established.
- 1869 Roman Catholic Church built in Killigrew Street.
- 1869 Earle's Retreat built for aged persons, by Mr. George Earle, of Philadelphia, U.S.A., and Falmouth.
- 1870 June 5th. Great Fire at Market Street.
- 1870 Harbour Board.
- 1871 New landing places at Fish Strand and Market Strand built. At the latter a sub-marine forest discovered. Foundation stones laid by Lord Kimberley.
- 1871 Penwerris Day Schools opened.
- 1871 The Killigrew Obelisk removed to green in front of Arwenack.
- 1872 Royal Cornwall Yacht Club opened (1874 also given).
- 1873 Direct Spanish Telegraph established.
- 1873 Friends' New Meeting-house built.
- 1873 H.M.S. *Russell* removed.
- 1873 Volunteer Drill Hall built.
- 1874 May 13th. H.M.S. *Ganges* arrived.
- 1874 Wesleyan Chapel rebuilt in the Moor.
- 1875 Baptist Chapel built in Market Street.
- 1876 School Board formed.
- 1876 Mission Church or Chapel-of-Ease established in Lower Killigrew Street.



- 1877 Kimberley Park presented by the Earl of Kimberley  
1877-8 Trevethan Girls' and Infants' Board Schools built.  
1878 August 14th. Portrait of Mr. R. R. Broad, Senr., presented by Lord Northbrook at banquet at the Royal Hotel.  
1881 Congregational Sunday School erected in Prince Street.  
1881 Climatological Station established at Observatory.  
1882 Young Women's Christian Association founded.  
1882 Girls' British School (Clare Terrace) opened in May.  
1882 Jubilee Exhibition of the Polytechnic Society.  
1882 The Rev. Brian Christopherson became Rector.  
1883 Cottage Hospital and Nursing Home founded by Mrs. FitzGerald.  
1883 Church Institute founded.  
1883 Cornwall Volunteer Artillery established.  
1884 August 12th. Foundation stone of second Meteorological Observatory laid by Earl of Mount Edgcumbe.  
1885 New Masonic Hall built, opened in 1886.  
1885 Falmouth lost one Member of Parliament by the Redistribution of Seats Act.  
1886 Self-recording magnetographs placed in new Observatory.  
1887 High School for Girls built.  
1887 Recreation Ground opened.  
1887 Jubilee of Queen Victoria's reign celebrated.  
1887 Visit of H.R.H. the Prince of Wales, who laid the foundation stone of All Saints' Church.  
1888 Good Templars' Lodge founded.  
1899 Consecration of All Saints' Church.  
1890 All Saints' Church opened.  
1891 March 9th and 10th. Great Snow Blizzard. Trains snowed up in Cornwall.  
1891 Census, 2,400 houses, and over 10,000 inhabitants (excluding ships).  
1891 Association for befriending Young Servants founded.  
1892 Order of Rechabites founded.  
1892 Maria Camilla School closed.  
1892 May 20th. Broad gauge altered to narrow on G.W.R., from Exeter, in 50 hours.  
1892 Extension and consolidation of the Borough.  
1892 Bequest of nearly £2,000 from Mr. Octavius Ferris for a Free Library.  
1893 Mission Church in Killigrew Street repaired and opened.  
1893 May 3rd. Foundation stone of Falmouth Hospital laid by Mr. Passmore Edwards.

- 1893 July. Pendennis Hotel opened.
- 1893 The Mayor's gold chain purchased for £125.
- 1894 Municipal Building and Free Library built by Passmore Edwards.
- 1894 Falmouth Sailing Club founded.
- 1894 R.C. Agricultural Show held at Falmouth.
- 1894 Art Gallery built.
- 1894 Golf Club and Links at Higher Argal; removed to Higher Kergillick in 1898.
- 1895 "Buffaloes" Lodge founded.
- 1895 Presentation of his portrait and some plate to Mr. Thos. Webber, "eight times Mayor of Falmouth."
- 1896 March 9th, Science and Art Rooms opened in Municipal Buildings.
- 1897 Board School for boys built at Wellington Terrace.
- 1897 Smithick (Infants') Board School purchased from Trustees of British School.
- 1897 January 16th, the Falmouth Rector's rate abolished as such by special Act of Parliament.
- 1897 Diamond Jubilee (60 years) of the reign of Queen Victoria celebrated. Bonfires on all heights.
- 1897 Time-ball fixed at Pendennis Castle.
- 1898 Restoration of Parish Church completed. The tower struck by lightning without damage.
- 1898 March 26th. Fire at Ellerslie, Melville Road.
- 1898 Packet Memorial erected in the Moor, and unveiled Nov. 18th.
- 1898 Wreck of the ss. *Mohegan* on the Manacles, and loss of 106 lives.
- 1899 H.M.S. *Ganges* left Falmouth, August 28th.
- 1899 Stranding of the ss. *Paris* near the Manacles.
- 1899 May 26th. Devon and Cornwall Regiment, marching through Cornwall, received at Falmouth.
- 1899 Gallery, etc., added to Drill Hall.
- 1899 October 6th. First *Conversazione* of Polytechnic Society held (alternately with Exhibition).
- 1900 Rifle Club formed.
- 1901 January 26th. King Edward VII. proclaimed.
- 1901 August 19th. Art School commenced in Manor Avenue, in memoriam ANNA MARIA FOX; stone laid by Lord St. Levan.
- 1901 Church House in memoriam E. D. ANDERTON opened in Arwenack Street.
- 1901 New Police Station built in the Moor.
- 1901 Census taken; Falmouth population, 11,773.
- 1902 Old King's Arms Inn pulled down at Market Strand.

## MAYORS OF FALMOUTH.\*

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Thomas Holden - 1664	Thomas Holden - 1695
William Ellyot - 1665	Thomas Tresahar - 1696
Michael Russell - 1666	Robert Corker - 1697
William Arundell - 1667	Joseph Hext - 1698
Theophilus Willy - 1668	John Seccombe - 1699
Benjamin Pendar - 1669	John Netherton - 1700
Thomas Holden - 1670	Robert Williams - 1701
John Newman - 1671	Joseph Wickham - 1702
Michael Russell - 1672	Joseph Hext - 1703
Bryan Rogers - 1673	Joseph Wickham - 1704
William Arundell - 1674	Robert Corker - 1705
Benjamin Pender - 1675	Peter Pender - 1706
Thomas Gwin - 1676	John Netherton - 1707
Thomas Holden - 1677	Richard Upton (Capt.) 1708
Bryan Rogers - 1678	Robert Corker - 1709
Thomas Gwin - 1679	De Russell - 1710
De† Russell - 1680	William Hill - 1711
Bryan Thomson - 1681	Joseph Hext - 1712
Thomas Holden - 1682	Peter Pender - 1713
Bryan Rogers - 1683	John Netherton - 1714
Thomas Tresahar - 1684	Richard Upton - 1715
Thomas Gwin - 1685	Chambre Corker - 1716
Benjamin Pender - 1686	Robert Corker - 1717
Robert Williams - 1687	De Russell - 1718
De Russell - 1688	John Oliver - 1719
Thomas Holden - 1689	John Pye - 1720
Bryan Rogers - 1690	Job — - 1721
Thomas Tresahar - 1691	Philip Webber - 1722
Joseph Hext - 1692	Chambre Corker - 1723
John Seccombe - 1693	Robert Corker - 1724
Robert Williams - 1694	De Russell - 1725

\* The names from 1664 to 1726 are taken from the Parish Register; baptisms only.

† Denise.

John Oliver - - -	1726*	George Snell Williams	1813-14
Henry Hill - - -	1734	George Snell Williams	1814-15
Captain Culverden - - -	1736	Francis Pender - - -	1815-16
Mr. Hill - - -	1738	George Snell Williams	1816-17
William Wilyyams - - -	1739	James Vivian Tippet -	1817-18
Lazarus Steele - - -	1740	Andrew Young - - -	1818-19
Digory Vivian - - -	1740	John Vigurs - - -	1819
William Hill - - -	1741	Andrew Young - - -	1819-20
William Pye - - -	1742	William Carne - - -	1820-21
Peter Hill - - -	-	John Vigurs - - -	1820-21
John Wilyyams - - -	1742	William Carne - - -	1821-22
Wm. Wilyyams - - -	1743	John Dunstan - - -	1822-23
William Hill - - -	1744	Ed. Clifton Carne	1823-34
Mr. Pye - - -	1745-49	Ed. Clifton Carne	1824-25
Isaac Cocart - - -	1750	John Vigurs - - -	1825-26
Stephen Bell - - -	1768	John Vigurs - - -	1826-27
Joseph Hocken - - -	-	Theo. Saml. Beauchant	1827-28
Hugh Mulfra - - -	1778	Theo. Saml. Beauchant	1828-29
Michael Nowell - - -	-	James Cornish - - -	1829-30
Joseph Banfield - - -	1788	William Carne - - -	1830-31
— Daubuz - - -	1789	William Carne - - -	1831-32
Dr. Stephen Luke - - -	1797	William Carne - - -	1832-33
William Hambly - - -	1798-9	Rd. Southwell Courtis	1833-34
Stephen Usticke - - -	1800-1	William Lake - - -	1834-35
Philip Webber - - -	1802-3	1835†	
Philip Webber - - -	1803-4	Wm. Lake (Jan. to May)	1836
Joseph Banfield - - -	1806-7	James Cornish - - -	1836
Henry Williams - - -	1807-8	(May to Nov.)	
Edward Angove - - -	1809-10	James Cornish - - -	1836
Edward Angove - - -	1810-11	Wm. Henry Bond - - -	1837
Francis Pender - - -	1811-12	John Ellis - - -	1838
Francis Pender - - -	1812-13	Samuel Blight - - -	1839
		Samuel Blight - - -	1840
		Robert Richards Broad	1841

\* This closes the signatures; the other names are derived from various documents, and from the beginning of the nineteenth century to 1835 they are taken from official documents. In the list commencing with Usticke, the Mayors were apparently elected on the 29th of September, and their years of office therefore cover portions of two years.

† In this year the Municipal Corporations Act was passed, and the list which follows has been copied from that recently made out by Mr. J. R. Wilmer, which is framed in the midst of a fine design by the young artist, and hangs on the walls of the Council Chamber in the Municipal Buildings.

*Mayors of Falmouth.*

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Joseph Fox - - 1842	Thomas Webber - 1875
Stephen Brougham - 1843	Thomas Webber - 1876
Wm. Richards Broad 1844	Thomas Webber - 1877
Wm. Richards Broad 1845	Thomas Webber - 1878
Jas. Blatch Cox - 1846	Wm. Henry Solomon - 1879
Jas. Blatch Cox - 1847	J. Chesterfield Downing 1880
Thomas Rogers - 1848	J. Chesterfield Downing 1881
Robert Richards Broad 1849	Thos. Bullocke Rundell 1882
John Whitter Tickell- 1850	Henry Liddicoat - 1883
John Ellis - - - 1851	Richard Carter - - 1884
Eli Cuttance - - 1852	Richard Carter - - 1885
Stephen Brougham - 1853	Richard Carter - - 1886
Jas. Blatch Cox - - 1854	Albert Edward Webber 1887
William Carne - - 1855	Albert Edward Webber 1888
Samuel Blight - - 1856	Joseph Grose - - 1889
Jas. Bennetts Moorman 1857	Joseph Grose - - 1890
Jas. Bennetts Moorman 1858	Joseph Grose - - 1891
Jacob Olver - - 1859	1891*
Jacob Olver - - 1860	Thomas Webber - 1892
Jacob Olver - - 1861	Thomas Webber - 1893
Robert Richards Broad 1862	Henry Liddicoat - 1894
William Carne - - 1863	Henry Liddicoat - 1895
William Carne - - 1864	Charles Deeble - - 1896
Nathaniel Fox - - 1865	Charles Deeble - - 1897
Thomas Webber - 1866	Charles Deeble - - 1898
Thomas Webber - 1867	(Nov. to April)
Jacob Olver - - 1868	Joseph Grose - - 1899
William Selley - - 1869	(April to Nov.)
Wm. Henry Lean - 1870	Fred. James Bowles - 1899
Wm. Henry Lean - 1871	Fred. James Bowles - 1900
William Selley - - 1872	Fred. James Bowles - 1901
Richd. Cheffer Richards 1873	William Banks, M.B. 1902
Richd. Cheffer Richards 1874	

The names of the Mayors in the second list (1800-35) were taken from their signatures to various documents (from 1799 to 1834), to some of which they and other officials subscribed on taking office. As these oaths and obligations are now obsolete, it is of some historical interest to give them. According to the Corporation Act (13 Charles II., ci.), no person could be "elected to office in any corporate town who should not within one year previously have taken the Sacrament of the Lord's

\* Extension of the Borough, including Falmouth parish and Budock urban.

Supper according to the rites of the Church of England," and a certificate signed by the clergyman and churchwardens was given after the Mayor had conformed to this rite. The certificate on stamped paper, to the value of five shillings, was as follows:—  
 " We the Minister and Church Wardens of the Parish and Parish Church of *Falmouth in the County of Cornwall*\* Do hereby Certify that ..... of the said *parish Gentleman* on Sunday the *third* day of *March Mth* did receive the Sacrament of the Lord's Supper in the Parish Church aforesaid immediately after Divine Service and Sermon according to the Usage of the Church of England, In witness whereof we have hereunto subscribed our Hands the said *third* Day of *March* 18... *R. H. Hitchens*, Minister of the Parish and Parish Church aforesaid.

T. Duckham } Church Wardens of the said Parish and  
 Joseph Roberts } Parish Church.



G.R.

Sacrament  
 Certificate.

John Pollard and James Medlin  
 Do Severally make Oath That they did see the said ..... in the above-written Certificate named And who now present hath delivered the same into this Court, Receive the Sacrament of the Lord's Supper in the Parish Church aforesaid, And that they did see the said Certificate subscribed by the said Minister and Church Wardens.

Jno. Pollard  
 Jas. Medlin."

In the Test Act (25 Charles II., cl.), it was provided that all persons having any offices, civil or military, or receiving pay from the Crown, or holding a place of trust under it should take the Oaths of Allegiance and supremacy, and subscribe a declaration against transubstantiation, and also receive the Sacrament of the Lord's Supper according to the usages of the Church of England. The provisions were extended by statutes of George I. and George II., and repealed by Act of George IV., c. 17. The formula as found among the documents named, was as follows:†

"Town of Falmouth in Cornwall to wit. (Names, dates, and places filled in, in writing).

"At the General Quarter Sessions of the Peace of our Lord the King, held at the Guild Hall in and for the said Town the .... Day of *October* in the Second Year of the Reign of our

\* Italics, filled in, in writing.

† Sometimes printed, sometimes written.



Sovereign Lord George the Fourth by the Grace of God of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, and in the Year of our Lord 18.., before (*Mayor, Deputy-Recorder*, and preceding Mayor named) Justices of our said Lord the King, assigned to keep the Peace in and for the said Town, and also to hear and determine divers Felonies, Trespasses, and other Misdemeanours committed within the said Town.

“I, A.B., do sincerely promise and swear that I will be faithful and bear true Allegiance to His Majesty King George : So help me God.

“I, A.B., do swear, that I do from my heart abhor, detest, and abjure, as impious and heretical, that damnable Doctrine and Position, that Princes excommunicated or deprived by the Pope, or any authority of the See of Rome. may be deposed or murdered by their subjects, or any other whatsoever. And I do declare, that no foreign Prince, Person, Prelate, State or Potentate, hath or ought to have any Jurisdiction, Power, Superiority, Pre-eminence, or Authority, ecclesiastical or spiritual, within this Realm. So help me God.

“I, A.B., do truly and sincerely acknowledge, profess, testify, and declare, in my conscience, before God and the world, that our Sovereign Lord King George is lawful and rightful King of this Realm, and all other his Majesty's Dominions thereunto belonging. And I do solemnly and sincerely declare, that I do believe in my conscience, that not any of the Descendants of the person, who pretended to be Prince of Wales during the life of the late King James the Second, and, since his decease, pretended to be, and took upon himself the Style and Title of King of England, by the Name of James the Third, or of Scotland, by the Name of James the Eighth, or the Style and Title of King of Great Britain, hath any Right or Title whatsoever to the Crown of this Realm, or any other the Dominions thereunto belonging. And I do renounce, refuse, and abjure any Allegiance or Obedience to any of them. And I do swear, that I will bear Faith and true Allegiance to His Majesty King George, and him will defend, to the utmost of my power, against all traitorous Conspiracies and Attempts whatsoever, which shall be made against his Person, Crown, or Dignity. And I will do my utmost endeavour to disclose and make known to His Majesty and his Successors, all Treasons, and Traitorous Conspiracies, which I shall know to be against him or any of them. And I do faithfully promise, to the utmost of my power, to support, maintain and defend the



Succession of the Crown, against the descendants of the said James, and against all other Persons whatsoever, which Succession, by an Act intituled, 'An Act for the further Limitation of the Crown, and better securing the Rights and Liberties of the Subject,' is and stands limited to the Princess Sophia, Electress and Duchess Dowager of Hanover, and the Heirs of her body, being Protestants. And all these things I do plainly and sincerely acknowledge and swear, according to these express words by me spoken, and according to the plain and common Sense and Understanding of the same Words, without any Equivocation, mental Evasion, or Secret Reservation whatsoever. And I do make this Recognition, Acknowledgment, Abjuration, Renunciation, and Promise heartily, willingly, and truly, upon the true Faith of a Christian. So help me God.

"I, A.B., do declare that I do believe that there is not any Transubstantiation in the Sacrament of the Lord's Supper, or in the Element of Bread and Wine at or after the Consecration thereof by any Person whatsoever."

Name signed, and witnessed by the Deputy-Mayor and a Justice (of the Peace). (1825).

The Oath of Abjuration was introduced by 13 William III., c. 16 and altered by 6 George III., c. 53, and was to be taken by any person entering upon any public office or trust. By 21 and 22 Victoria, c. 48 (1858), one form of oath was substituted for the oaths of Allegiance, Supremacy, and Abjuration. Examples of the old formula (as also found among the above documents):—

"At the Guildhall of the said Town, the 14th day of January in the year of our Lord, 1834.

"I ——— do sincerely promise and swear that I will be faithful and bear true allegiance to His Majesty King William the fourth.

"I ——— do swear that I do from my heart abhor, detest, and abjure as impious and heretical that damnable doctrine and position that Princes excommunicated or deprived by the Pope." etc. (as embodied in the series of oaths above, down to "this Realm.") So help me God." (1834).

Also. "I ——— do solemnly and sincerely in the presence of God, profess, testify, and declare upon the true faith of a Christian that I will never exercise any power, authority, or influence which I may possess by virtue of the office of (Mayor, etc.), in and for the said Town of Falmouth to injure or weaken the

Protestant Church as it is by Law established in England, or to disturb the said Church or the Bishops and Clergy of the said Church in the possession of any rights or priveleges to which such Church or the said Bishops and Clergy are or may be by Law entitled.

(Signature)

At a Court of Common Council. Signed by the Mayor and Deputy Recorder, 1834.

With regard to the Oath of Allegiance, a new form was substituted for the older one by 21 and 22 Victoria, c. 48 (1858), and another was again provided in 1867, which was in its turn superseded by the Promissory Oaths Act of 1868, which permitted a new and shorter form. Promissory Oaths are required to be taken by persons on their appointment to certain offices.

After the great fire in London in 1666, attributed at the time to Catholic instigation, the oaths of allegiance and supremacy were imposed on many garrisons, and among them that of Pendennis.

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## RECTORS OF FALMOUTH.

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The Rev. Francis Bedford, 1664 to (ob. 1675).

The Rev. John Quarme, 1676 to 1678 (ob. 1679).

The Rev. Walter Quarme, 1678 to 1720.

The Rev. John Millington (acted as rector for a time).

The Rev. Edward Walmsley (for 60 years), 1735 (ob. 1795).

The Rev. John Watkin Wilbraham (non-resident) (ob. 1828).

The Honble. and Rev. W. Wodehouse, 1828; non-resident and resigned.

Curates in charge : the Rev. Richard Hawkin Hitchins, 1791 to 1824-6. The Rev. Lewis Mathias, 1824 to 1837 (ob.)

The Rev. Wm. John Coope, 1830, inducted 1838 (after the advowson had been sold by Lord Wodehouse to General W. J. Coope) to 1870 (ob.).

Curates in charge followed and the Rev. — Baily; also the Rev. John Wright, appointed in 1872, officiated as rector from 1872 to 1882.

The Rev. Brian Christopherson (Canon of Truro, 1900), 1882.

## PARLIAMENTARY ELECTIONS.\*

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Penryn first returned members to Parliament in the 7th year of Edward VI.'s reign.

1766	Penryn.	Sir Edward Turner.
1778	Penryn.	Col. Sir George Osborn.
1778	,,	Wm. Chaytor.
1790	,,	Sir Francis Bassett and — Glover.
1820	,,	P. Grenfell, H. Swann (d. 1824).
1824	,,	Robert Stanton.
1830	,,	Sir Chas. Lemon, J. W. Freshfield.
1831	,,	J. W. Freshfield, C. Stewart.

St. Mawes first returned members of Parliament in the 5th year of Elizabeth's reign.

### ST. MAWES.

1776	Right Hon. Robert Craggs (Nugent), Viscount Clare.	
1776	Hugh Boscawen, Esq.	
1790	Sir Wm. Young, and Col. Sinclair.	
1820	Sir S. B. Morland, Bart, Joseph Phillimore, D.C.L.	
1826	,,	,, Sir C. E. Carrington.
1830	G. G. W. Pigott, Sir J. Carrington.	
1831	,,	,, Sir E. B. Sugden.

Members for the County of Cornwall at these dates were :

1820	J. H. Tremayne, Sir Wm. Lemon, Bart.	
1825	Sir Richard R. Vyvyan, Bart.	
1826	,,	,, E. W. W. Pendarves
1830	,,	,,
1831	E. W. W. Pendarves, — Lemon.	

\* Earlier ones fragmentary.

## PENRYN AND FALMOUTH.

- 1835 Jan. 8th. Elected, J. W. Freshfield (464); and R. M. Rolfe (424); Candidate, Lord Tullamore, 397.
- 1837 July 26th. Sir R. M. Rolfe (503), J. W. Freshfield (422), Captain Plumridge (356).
- 1841 July 1st. Vivian (465); Captain Plumridge (432); Howell Gwyn, 381; Sartoris (241).
- 1852 July 8th. Howell Gwyn (464); John Wm. Freshfield (435); Candidate—Thomas George Baring (339).
- 1857 March 26th. T. G. Baring and Samuel Gurney; Candidate—Howell Gwyn.
- 1859 April 30th. T. G. Baring (387); and Samuel Gurney (373); Candidates—H. Gwyn (322); F. L. Foster (200).
- 1866 October 16th. Jervoise Smith (376); and R. N. Fowler (313).
- 1868 Nov. 18th. R. N. Fowler and C. B. Eastwick; Candidates Jervoise Smith and Kirkman Hodgson. 1869, Feb. 25th, 26th. Trial of Election Petition against Messrs. Fowler and Eastwick decided in their favour.
- 1874 Elected, D. J. Jenkins (851); and Henry Thomas Cole, Q.C. (784); Candidates—R. N. Fowler (743); and C. B. Eastwick (646).

(Representation reduced to one member).

- 1880 March 31st. D. J. Jenkins (1171); R. B. Brett (1071); Vogel (882); Mayne (765).
- 1884 Nov. 26th. D. J. Jenkins (1170); Candidate—W. G. Cavendish-Bentinck (1069).
- 1886 July 2nd. W. G. Cavendish-Bentinck (1089); Candidate—D. J. Jenkins (998).
- 1892 July 5th. W. G. Cavendish-Bentinck (1218); Candidate—Arthur Serena (880).
- 1895 July 16th. F. J. Horniman (1050); Candidate—W. G. Cavendish-Bentinck (1001).
- 1900 Oct. 2nd. F. J. Horniman (1184); Candidate—N. L. Cohen (1164).

## FALMOUTH COUNTY COURT.

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- Judge : George Granville Kekewich, 1846 to (Dec.) 1856. Registrar : Robert White, 1846 to Sept., 1851.
- Judge: Charles Dacres Bevan, 1857 (Jan.) to June, 1872. Registrar : Henry Orlando Bullmore.
- Judge: Montague Bere, Q.C., 1872 (June 28) to Sept., 1887. Registrar : Tobias Henry Tilly, 1866, July 1st, to October 12th, 1866.
- Judge: Morgan Howard, Q.C., 1887 (Nov. 14th) to April 10th, 1891. Registrar: Harry Tilly, 1866, Oct. 25th, to Sept., 1894.
- Judge: Thomas Colpitts Granger, 1891 (Ap. 17). Registrar : Wilson Lloyd Fox, 1894, Oct. 13th.
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## RECORDERS.\*

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Until the year 1864 there were Recorders of Falmouth, but at that date the Borough Quarter Sessions which used to be held in what is now the Oddfellows' Hall, ceased to exist.

Martin Lister Killigrew (the first known ; probably the early years of the 18th century).

Lord Bathurst, 1789.

Richard Pidgley (probably to), 1809.

John, Lord Wodehouse, 1810, May 3rd, to 1834.

Edward William Wynne Pendarves, 1834 to 1848.

Herman Merivale (appt. and resigned), 1848.

Chas. D. Bevan, 1853 to 1857.

Edward Wm. Cox, 1857 to 1864.

Among the Deputy-recorders were Sir Michael Nowell (so signed in 1796), Joseph Banfield (1802-3, and 1810 to 1822), John Carne (1823 to 1831), John Symonds (1833 to — ), William Lake (1834), and Thomas Paynter (1834 to 1841)—resigned.

\* Held their quarterly sessions in the Old Town Hall.

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 Yorke, Mrs., 137.

## CORRECTIONS AND ADDITIONS.

### CORRECTIONS.

Page 20, line 14.—(Charles II). "His father" should be "his royal father."

Page 51 line 3.—After "Alisse" add "Ivie."

Page 66.—THE KILLIGREW FAMILY. The Falmouth Killigrews are alone referred to in the statement that they were the last of the name at Arwenack, in the early part of the eighteenth century. There was, of course, the younger branch, not connected with the history of the place, descended from John Killigrew, first captain of Pendennis Castle. Several of this branch are mentioned in Tregelles's *Worthies*. Mrs. Boddam Castle informs me that her mother's great uncle, Thomas Guildford Killigrew, was the last male descendant of the Killigrews, and that he died in Bristol in 1782. Miss Frances Killigrew, living in 1819, was the last who bore the name.

Page 157.—Wreck of the *Queen* transport. Such disasters were rare. In 1815, 300 vessels safely rode out a great storm in Falmouth Harbour.

Page 159 line 27.—For "a station," read "a signal station."

Page 163, line 12.—DOWNING. For "cousin" read "uncle." Family records have been preserved to some extent. The first members of the family who settled in Falmouth came from Dublin. (*Arms*). Mr. J. C. Downing's mother belonged to the old Worcestershire family of Cottrill, or Cotterell. (*Arms*). He was named Joseph Chesterfield after his great uncle, Joseph Downing, who was killed on board the *Chesterfield* packet, during an action. His aunt, Ellen Downing, married Major Duperrier, whose father was in command at Pendennis Castle, and had been wounded at the battle of Waterloo, while in a cavalry regiment. Their son is now a colonel in the Royal Engineers.

Page 191.—"1684. The East end of ye Chancell built by Mr. Quarme, Rector, and at his own charge." This should have preceded the note dated 1686.

Page 202.—KIRKNESS. Captain William Kirkness married a lady who was descended from the family of Matthews, not being so descended himself.

Page 213.—FALMOUTH POST-OFFICE. The excellent building now standing, was provided through the efforts of Mr. Newberry Cox and several gentlemen who contributed, and was afterwards sold to the Government, which thus became possessed of a valuable property at half the usual cost. It was so constructed as to admit of enlargement, which has lately been done. Mr. Cox was therefore the means of doing an important work for the town.

Page 240.—MAYORS. Mr. James Bull, Junior, was also Mayor of Falmouth in 18:6.

#### ADDITIONS.

Page 7.—ROSMERYN. A very ancient family resided in a house built in this place. "License to celebrate Divine Service in Domestick Chapel or Oratory," granted by Edmund Stafford, Bishop of Exeter. (A.D. 1395-1419), to John Rosmaren and Elizabeth his wife, in their Mansion of Rosemaren (*hodie* Rosmerrin) in St. Budock " (6th May, 1404. Vol. 1, page 71, of the *Registrum Commune or General Record of the Acts of the Bishop*. Edited by Prebendary Hingeston-Randolph, M.A.,)

BUDOCK CHANCEL. "The Church, roof and walls, being ruinous, it was dangerous to hold service therein. Commission 25th June, 1399, directed to Thomas Noël and Richard Olyver to enquire as to the liability for repair and maintenance and the neglect of the Provost and Canons of Glasney and John Wryter, Vicar." (Do. Vol. 2, page 225.) Wryter, Vicar of St. Sithney, exchanged for St. Gluvias, 27th February, 1393, with Sir Walter Myn.

Page 25.—ORAL TRADITION OF THE SIEGE. Mr. Winn, merchant and ship-owner of Falmouth, early in the nineteenth century, who died at the age of 84, frequently related that his grandmother (who lived to the age of 95), told him that her grandmother informed her she was in Pendennis Castle during the siege when a young girl, and remembered the garrison being reduced to such extremities that they ground barley straw mixed with flour for food. The young girl's name is unknown. Mr. Winn's third son, James Michell Winn, M.D., M.R.C.P., became a well-known physician at St. Austell,



Truro, and finally in London, where he passed most of his life. He was the author of various medical treatises and articles, and wrote a good deal on scientific materialism. He died in London, at the age of 92, in 1900, and remembered the above story.

CHARLTON. Descendants of this old Quaker family who went out with William Penn, the founder of Philadelphia, resided for a time at Falmouth. Dr. Winn married (1) the daughter of Mrs. Paynter, *née* Charlton.

Mr. Robert Charlton, who was born in that city, and who was sent by his parents at the time of the War of Independence to the West Indies, was taken prisoner on the voyage by an English privateer, and imprisoned at Kergilliack, near Falmouth. He escaped, and went off on a Packet, was discovered, taken prisoner by the French, imprisoned at Havre, and finally set at liberty abroad. His second wife was a daughter of Major Thomas Moore, who fought by the side of Washington, and was taken prisoner by the English. He was drowned near St. Anthony, soon after bringing his daughter Elizabeth (Mrs. Paynter), over to England. His daughter well remembered the house of George Washington, and often saw him, describing him as a "noble looking man." Her brother married Miss Bastian, whose cousin was the father of the well-known Dr. Charlton Bastian, of London.

OLD FALMOUTHIANs. DEEBLE. Mr. Charles Deeble, who was Mayor of Falmouth for three successive years at the close of the last century, and Mr. J. H. Deeble, are descended from the Thomas Deeble (1737), mentioned on page 50.

LAKE. A book exists printed and published by "James Lake," of Falmouth, the grandfather of Mr. J. H. Lake, and of whom an excellent portrait is possessed by the family, who have been engaged in business in the town for a hundred years.

Page 69.—BROAD. Mr. William Broad, Senior, the founder of the Falmouth firm, was previously a commander in the Mercantile Marine, and a member of the old Levant and Turkey Company. He relinquished the sea with the highest testimonials. His vessels, the *Pelican* and the *Phoenix*, were for years invariably selected as the repeating ships in all convoys, and bore the pennant, and his crews were always prohibited from impressment, a great privilege in those days. He was remarkable for great kindness of disposition and courage, and among numerous testimonials he received the gold medal of the Royal National Institution for the



Preservation of Life from Shipwreck, through rescuing the passengers and crew of the brig *Larch*, wrecked at Falmouth in 1828.

Page 133.—DYNELEY. Captain Birt Dyneley was born in 1777, and was descended from the old Yorkshire family of Dyneley, which dates back to Adam de Dyneley, *temp.* Edward I. Bramhope, an ancient monastery, was purchased by William Dyneley from the Earl of Cumberland, in the reign of Henry VIII. The property has now passed out of the possession of the family. Captain Birt Dyneley's brother, General Thomas Dyneley, R.H.A., was an officer who distinguished himself in the Peninsular War, and received the Waterloo Medal, and the Peninsular Medal with five clasps. He was made a C.B., and was Aide-de-Camp to Queen Victoria. Captain Dyneley married Miss Agnes Cooper, of Falmouth. (Arms.)

NORRINGTON. Captain Charles Harvey Norrington, R.N., was one of those later Packet Commanders who sacrificed his life, not in facing an enemy's guns, but wind and weather. The *Alert* carried important mails, and Captain Norrington determined to put out in the teeth of a gale. He was, however, compelled to return, and received a fatal injury from a falling mast in his damaged Packet. He died at Haslar Hospital a few days after, his remains being interred at Budock, as he had for many years lived at Falmouth. Captain Norrington, as a midshipman, was at the battle of Trafalgar, and afterwards saw a good deal of active service. He was descended from a well-known old Devon family. (Arms.)



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