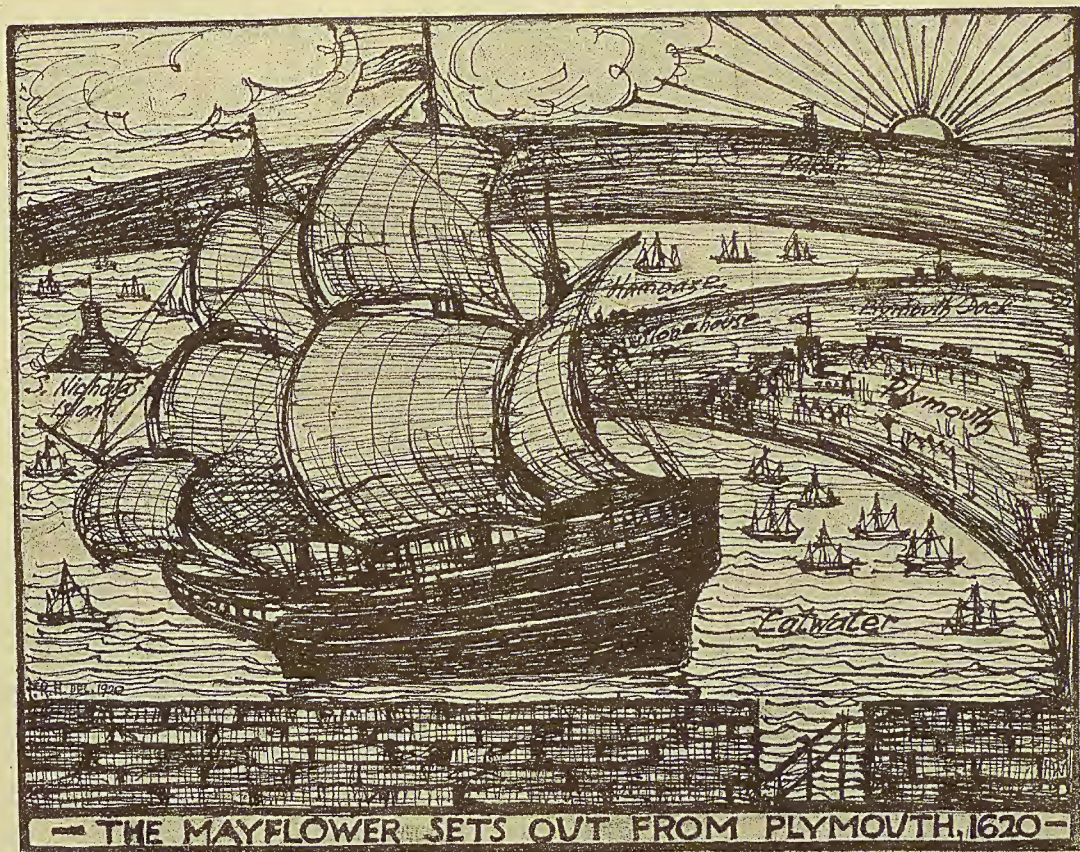


THE UNIVERSITY OF CHICAGO  
LIBRARY  
540 EAST 58TH STREET  
CHICAGO, ILL. 60637  
TEL. 733-4331





"MOTHER PLYMOUTH"  
A SOUVENIR  
OF THE  
MAYFLOWER TERCENTENARY  
TOGETHER WITH THE  
STORY OF THE PILGRIM FATHERS  
1620 - 1920



## FOREWORD.

An attempt has been made in the following pages to produce a Souvenir of the Tercentenary of a character consistent with the historic nature of the occasion, and containing messages, representative of both English and American opinion, full of significance as to the influence of this momentous event on the relations of the two great English-speaking nations and the general course of their religious and moral development. A comprehensive Guide to Plymouth and District has been included for the purpose of supplying useful information to the numerous American visitors to the Plymouth celebrations.

I am indebted to Mr. Frederick R. Hiorns, A.R.I.B.A., (Godwin Bursar, 1905,) for the cover design—a decorative scheme on the lines of a 17th Century print; to "The Christian Endeavour Times" for permission to reprint the Rev. J. E. Shephard's article "The Story of the Pilgrim Fathers," and I desire also to acknowledge the courtesy extended by the Editor, the Rev. B. Reeve; and to Mr. A. N. Hollely, who recently represented Mother Plymouth on a mission to her vigorous offspring, and presented the address (a facsimile of which will be found herein), for the views of Plymouth, Massachusetts. Quotations have been made from my father's work "Plymouth and Devonport: In Times of War and Peace," R. N. Worth's "History of Devonshire," and Prof. Roland G. Usher's "The Pilgrims and their History."

The frontispiece, the "Departure of the Pilgrim Fathers from the Old Barbican, Plymouth," by the late W. H. Pike, and the illustrations of Old Plymouth have also been reproduced from "Plymouth and Devonport." Messrs. Henry Graves and Co., 6 Pall Mall, S.W.1., holders of the copyright, kindly granted permission for the use of "The landing of the Pilgrim Fathers," (painted by Charles Lucy).

H. WHITEFELD.

Devonport, Plymouth,  
August, 1920.



9551. d 10







Departure of the Pilgrim Fathers from the Old Barbican, Plymouth.

*Drawn by the late W. H. Pike.*



# "MOTHER PLYMOUTH"

A SOUVENIR  
OF THE  
MAYFLOWER TERCENTENARY  
TOGETHER WITH THE  
STORY OF THE PILGRIM FATHERS  
1620-1920

---

EDITED BY H. WHITFIELD

---

DEVONPORT (PLYMOUTH) :  
WHITFIELD & NEWMAN, -Ltd.  
16 ST. AUBYN STREET.

*Price : Three Shillings Net*

ALL RIGHTS RESERVED



## INTRODUCTORY.

THE celebration now centred in Mother Plymouth of what, 300 years ago, was regarded as little more than an incident—and which proved to be an epoch in world-history—has a significance and a possible development that have grown in international estimation probably not realised when that project was first launched. No longer are the celebrations to be confined to the spot marking the departure of those heroic figures whose action led to the founding of an English-speaking continent. Many other parts of the country with which the Pilgrims were associated before their departure, have developed a determination to have a share in this great international re-union. The significance of it all, and what may be the future fruits from the seeds of goodwill thus sown, are summed up in characteristic fashion by our British Prime Minister. Writing recently regarding the celebrations, Mr. Lloyd George said:

"To-day, when the closer union of Great Britain and America has come to mean so much for the future well-being of the world, it would indeed be a tragedy if any political exigencies promoted misunderstanding between people whose hearts and consciences have been attuned to the same endeavour by such a past as is recorded in the story of the great pilgrimage. Let 1920 mark a deepening and strengthening of the union, not by any means of bonds that change and wear and break, but by those more lasting bonds of spirit allied to spirit in a common effort to benefit the whole of the human race, and in a fellowship of hardy endurance, until the work is accomplished."

That is the spirit in which one hopes the almost national programme will be carried out. We share with our kinsmen across the ocean the pride with which they regard their achievements in so splendidly completing the making of a great nation, founded and developed on the equality and freedom which were the aim of those who left home because that desideratum was not to be obtained here. Their action set alight the desire at home for greater civilian and religious liberty, and its gradual satisfaction, particularly after smouldering desire had flamed into insistent demand, has been a characteristic feature of our national life. In an admirable article in a recent American edition, the *Times* eloquently says:

"We share with them so much that makes life worth living that we may be forgiven if we see, in the parallel growth of the United States and the British Empire, the widening reach of our common ideal of freedom defined and safeguarded by law, a pledge for the present and a promise for the future. There is no object better worth the striving for men of English speech, than a cementing of such friendship between the two peoples as will set them face to face in a trust born of understanding, accustomed to common counsel, yielding nothing the one to the other which honour and justice would withhold, while patiently seeking the road of progress and peace."

The celebrations up and down the country will include a great national celebration at the Albert Hall, London, which will permit of participation by those sons and daughters of old Mother Plymouth now resident in the Metropolis, who would otherwise be unable to do so.

W. H. PAWLEY,

(Six Years President of the Plymouthians in London).





# The Mayflower Tercentenary.

## THE MAYOR OF PLYMOUTH'S WELCOME.

**Mr. LOVELL R. DUNSTAN,**

*(Mayor of Plymouth).*



IT gives me the greatest possible pleasure to welcome to Old Plymouth the descendants of those kinsmen who left this Port in the *Mayflower* in 1620, and established the colony of New Plymouth in the New England States.

Three hundred years have elapsed since this ever-to-be-remembered occasion, and the inhabitants of the Old Town which was intimately connected with their final departure from England, rejoice to welcome those who now represent that band of Pilgrims whose courage and

endurance enabled them to found one of the largest nations of the world.

It is recorded how well the people of Plymouth entertained this goodly band, and sent them forth with God-speed on their voyage to the Unknown; and I can confidently express the intention of my fellow-townsmen to accord to their descendants a no less hearty reception and welcome.

*Lovell R. Dunstan.*

*Mayor*

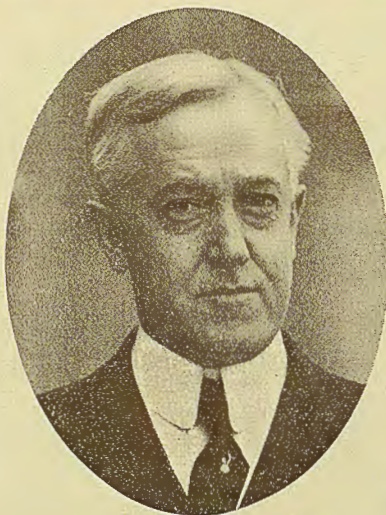
Plymouth Guildhall, 1920.



---

## Tercentenary Messages—Anglo-American Unity

---



**MR. JOHN W. DAVIS,**

*(American Ambassador to  
Great Britain).*

I AM complimented to know that you desire to have a message from me in the Souvenir which you contemplate issuing.

No more striking proof of Anglo-American unity can be given than the enthusiastic interest which is being manifested, both here and in America, in the celebration which is to take place this autumn. I am cordially sympathetic with any movement which has for its aim a better understanding between the two peoples.

*John W. Davis*

*Embassy of the United States of America,  
London.*

**VISCOUNT ASTOR,**

*(Parliamentary Secretary, Ministry  
of Health).*

PURITY, Courage, Faith, Independence, sailed on the *Mayflower* three centuries ago from Plymouth in search for a New World. We are now seeking again a New World and need the same simple qualities. On the whole, they are found mostly in the Peoples of the British Commonwealth and of the United States of America.



*Astor*

*House of Lords, London.*



---

## *Tercentenary Messages.*

---



### **LORD READING,**

*(Lord Chief Justice, and former British  
Ambassador to the United States).*

**W**E are commemorating this year the Tercentenary of the sailing of the *Mayflower*. No one who watched the voyagers embark on their hazardous enterprise could have dreamed that from that gallant adventure would spring the great and powerful nation with which it is alike our privilege and our pride to be united by indissoluble bonds. Our common history has been characterized throughout by the presence of

two ideals. Justice and Liberty were the dominant aims of the Pilgrim Fathers; Justice and Liberty have ever been the inspiration of the people of the United States; Justice and Liberty in the Great War urged on British and Americans side by side to the winning of the final victory in the cause of those high ideals which have never been more nobly typified among men than in the lives of those devoted pioneers whose memory we are to-day happy to honour.

*Royal Courts of Justice,  
London, W.C.*



## Tercentenary Messages.



**VISCOUNTESS ASTOR,  
M.P.,**

*(Member for Sutton Division of Plymouth  
First Lady M.P.)*

**I**T is a very great pleasure to me to express my belief in Anglo-American friendship. I am convinced that a large majority of people in both countries recognise that a better and closer understanding between us is one of the most vital needs in the world. When we remember our common language and literature, our early history, and our partnership in the war, there should be no room for misunderstandings and differences. But I

believe the ground on which we can form the most lasting links, and the friendship most worth having, is the ground of common ideals. The Anglo-Saxon peoples have always had a high sense of public and private justice, of fair play, and of independence and toleration. Neither of us has always lived up to these standards, but it was to uphold these essentially British ideals that the Pilgrim Fathers braved the dangers of the Atlantic, and it was these ideals which they built into the foundations of the New World. It is this level-headed and disinterested justice, and this moral courage, which the world needs so badly to-day.

I am convinced that by commemorating the brave men who sailed away from Plymouth three hundred years ago, and who carried our common spiritual inheritance with them, we shall not only strengthen the ties of Anglo-American friendship, but we shall also recognise afresh the real source of their ideals and their inspiration.

*House of Commons,  
Westminster:*

*Esau  
Mung Astor*

(NOTE.—It is a remarkable coincidence that the first Lady M.P. and the representative of a Plymouth constituency during the Tercentenary celebrations should be of American birth, a native of Virginia.—Ed.)



## *Tercentenary Messages.*

**Mr. WILLIAM T. ELDRIDGE,**

*(Chairman of Board of Selectmen, Plymouth, Massachusetts).*

**W**E of course realize that the sterling simplicity and rugged honesty of those old adventurers from your shores who were the settlers and upbuilders of our present Town, have made their impress on the whole habit and thought of our people. No great undertaking is proposed and argued here but the simple integrity of the "Pilgrim Fathers" appears sooner or later and has a large bearing on the final result.

It is very gratifying to us to see the good feeling manifest everywhere, especially in our Cousins across the water, as we realize that sooner or later the relations between the two great Nations must become closer for mutual protection and advancement. The contact during the Great War has done much to dissipate the false ideas that have obscured the perfect understanding that should obtain, and it only remains for us to cultivate a closer touch with each other in order to bring about that perfect amity and friendship that should prevail.

I am sending with this a picture of the famous Rock as it appeared recently while we were welcoming a distinguished citizen of Plymouth, England.

*William T. Eldridge*

*Plymouth, Mass.*

*Chairman of Selectmen.*

*(Note—The picture referred to appears on page 32, and shows Mr. W. T. Eldridge & Mr. A. N. Hollely taking part in the historic ceremony.—Ed.)*

**Rev. F. B. MEYER, D.D.**

*(President, National Federation of Free Churches).*

**T**HAT there should ever be a breach between Britain and the United States is unthinkable. But since things that seemed impossible to one generation have happened in another, it is well to make assurance doubly sure. The waves of disintegration are always fretting at the foot of human well-being, and threaten the solid structures of world-amity and human progress. Against their malific influence, this Mayflower Tercentenary should act as a breakwater or sea-wall. It gives us an unrivalled opportunity for reaching hands across the sea. From Plymouth Hoe we greet Plymouth Rock. We bind these two in steadfast union as the basis of world-peace. In common reverence for the Ideals of the Pilgrims, the two branches of the Anglo-Saxon race swear an indissoluble fellowship. May God Almighty seal it!



*Christ Church, Westminster Bridge Rd.*

*F B Meyer*



---

## Tercentenary Messages.

---

**Jhr. Mr. N. C. DE GIJSELAAR**

*(Burgomaster of Leyden).*

I HOPE that the Tercentenary celebrations of the Pilgrim Fathers will be a great success.

It was my dear and ancient city of Leyden that afforded hospitality to the Pilgrim Fathers during eleven years.

Here lived, taught and died the celebrated John Robinson.

Out of the Republic of the United Provinces the ideal of religious freedom penetrated through the New England beyond the sea by the establishment of the Pilgrim Fathers in Massachusetts.

In England liberty was restored by our Stadtholder, your glorious King William the Third.

The three nations, which will commemorate the departure of the *Mayflower* from Plymouth are, for a great deal, of the same origin and of resembling culture.

May then the forthcoming Tercentenary celebrations in this country, especially in my city of Leyden, throughout all England, and later on, in America, strengthen the bonds of friendship that exist and have existed during centuries between the three nations.



A large, elegant handwritten signature in dark ink, which appears to read "N. C. de Gijseelaar".

Leyden, July, 1920.

*Burgomaster of Leyden, Holland.*



---

## Tercentenary Messages.

---

Rev. J. RENDEL HARRIS,  
D.D.,

*(Chairman of the English-Speaking Union and of  
the Mayflower Council.)*



YOUR idea of a Souvenir to commemorate the Pilgrim Fathers and their Tercentenary is admirable. I am glad to join in it, even though the message which I send is only a feeble echo of the congratulations which will be coming to you from many quarters. The man in the street to whom we give so much deference (perhaps undue deference) to-day, is a little perplexed at our celebration of the Pilgrim Fathers: he does not see why we so carefully collect every shred of history that belongs to our friends and their migration. His attitude is something like that of an American traveller, who was once looking with me from the deck of a steamer towards the coast of Asia and the site of Troy: he thought it was only a squabble of a few savage tribes, this much renowned siege of Troy. It looks quite different to the eye of the historian, who is watching the course of the migration of primitive peoples, and the struggle between Europe and Asia for the mastery of the future. Are we not watching similar movements, even to-day? And I am sure many people are asking whether it is worth while studying the fortunes of a handful of people in a tiny ship, when we have around us marching millions and colossal Dreadnoughts and powerful explosives with which to make our mark on the world we live in. We are almost driven to be materialist in our day and to believe in a Providence which is on the side of the big battalions and bent on making them bigger. Yet here before our own historical eyes we see a company of people who really made their mark on the world in such a clear and definite way that no succeeding age can ignore them; but they were a very tiny battalion when they left our Barbican, and their ship was more like a Fear-all than a Dreadnought. But, not being materialists, nor even gold-hunters after the fashion of their day, and being economically hardly sufficient to be counted as capitalists, they went out on the Great Adventure of Civil and Religious Liberty, and by the good hand of God upon them they reached the haven where they would be; and the ideas that they carried are the ideas of all enlightened people to-day.

I think we must not, however, lose sight of the fact that their adventure is more than an Anglo-American triumph: it is International, if it is anything: in the historical place between Anglo and American, where I have put the traditional hyphen, we must put the Dutch. It was Holland where freedom was in



## Tercentenary Messages.

flower in 1620, not in England; it was the Dutch who kept the liberty-school for Europe: if Holland had not been to the Eastward of the Pilgrims it is doubtful if they would ever have reached New Plymouth and the Westward. This gives the celebration an International character, and at the present time, when we are all longing for the realisation of the League of Nations, it is the International side of the migration that must be emphasised.

But I am running on too fast, and I hear you saying that this is not what our people want to know: what about the proposed "Mayflower" College? Well, that too, has an International as well as an Anglo-American face. That, also, is a great dream, both of beauty and of progress; we must not despair of it. We hope to have some words of good cheer for Plymouth, when September and its festival arrive: for the institution that we are dreaming of, appears to be the one thing needful to make the great Plymouth of the future, much more important, for instance, than a line of new docks, or a row of grain elevators, or cold storage sheds, though I think we want these as well, so that we may be supplied on the one hand with bread, by which man lives, but does not only live, and ideas, by which he lives well.

*Randall Harris*

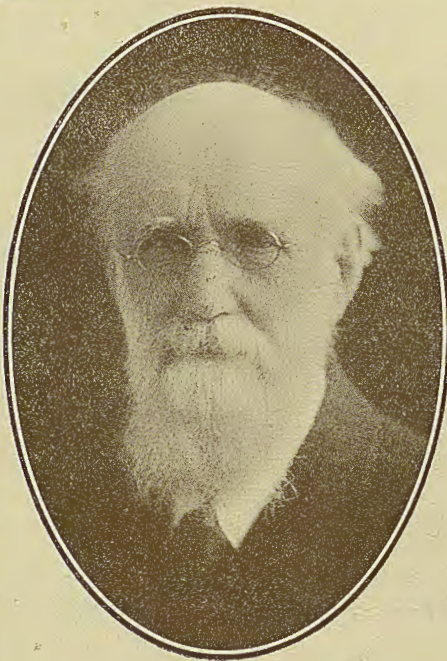
Rylands Library, Manchester.

### Rev. JOHN CLIFFORD, D.D.

*(The Veteran Nonconformist  
Leader and President of the  
World's Brotherhood Federa-  
tion).*

#### The Pilgrim Fathers: Their Supreme Motive

IN front of the Congrega-  
tional House, Boston,  
U.S.A., there are four  
tablets representing the  
more critical and decisive  
experiences of the Pilgrim  
Fathers. One of these,  
pictures with fine skill  
and suggestiveness, the  
Pilgrims spending their  
first Sabbath together on  
December 20th, 1620, on  
Clark's Island, the *May-  
flower* having landed the  
night before. At last a  
refuge was found for  
these heroic wanderers,  
or for those who were





---

## *Tercentenary Messages.*

---

left of them, for nearly half of the number who had started from Plymouth had perished on the storm-tossed seas. The rest had faced indescribable perils—the ship's rudder was useless; the mast was shattered; fuel was scarce and the cold was severe, and when they set foot on the inhospitable shore they were so cold that they were in danger of being frozen to death. They did not know where they were. They plunged into the unknown, searched for wood, lit a fire and then sought sleep. Next the record says, "on the Sabbath we rested," and collecting round the fire they praised God for His protecting care, sought His guidance for the coming days, listened to the message from His Holy Word and next to the teacher who spoke to them of the "wonderful dealings of the Lord."

The Tablet is entitled "Religion." No word could be more appropriate. It describes that memorable morning in its inmost significance, and carries us at once to the very heart of the movement we are now celebrating, and also to the supreme motive of the men and women who were its heroic leaders.

That motive was, first and last, their interest in Religion.

This was the age of adventure—Cabot and Hawkins and Drake had exhibited splendid audacity in exploring the mystery of the wondrous earth and unlocking the golden treasures of the newly-discovered West; and Gilbert and Raleigh had won fame by their valiant services to colonisation. But though these Pilgrims had venture as well as vision, their quest was not for fame, nor gold, for commerce nor empire. Their quest was for the maintenance and propagation of the pure and undefiled religion of Jesus Christ, for the development of the simple and strong Christianity of the New Testament. One motive, and only one, led the little band of disciples out of England into Holland, and then, after twelve years, from Holland across the seas to America, viz., the deliverance of Religion from the corruptions that had entered into it, debased it, and made of it a weapon of ecclesiastical and political oppression.

And again they were seeking a new political order and a new Christian Society, because their thinking was dominated by the conception of a new group of rights belonging to the soul of man and centring in his individual competency to achieve, without priest and without ecclesiastic, the chief end of man, which is to "glorify God and to enjoy Him for ever": and that meant that they could approach Him and become one with His thought and purpose, and one with His life and love. And further, it was part of the Pilgrim religion that man not only had that competency but that he was indefeasibly responsible for the full and free exercise of that right.

In all and through all the Pilgrim Church was supremely ethical. It was Puritan in that it stood for purity of thought, purpose and action. Its business was to walk "in the ways of the Lord." "Liberty of Conscience" was demanded, as Milton



---

## *Tercentenary Messages.*

---

finely put it, "*for the sake of Virtue*": and the Church was the organisation created and inspired to develop in perfection the ethical side of Religion in personal purity, sacrificial service, fraternal helpfulness, and universal goodwill.

That is the clear purpose of the Covenant signed in the cabin of the *Mayflower* by the Pilgrims, a little while before they landed, as the basis of the new social order they were about to bring into being. That order was democratic. "That compact provided," says Prof. Holland Rose, "a solid basis for a stable and beneficent polity." It did, for it rested upon the infinite values of the individual soul, and of the values of truth and goodness and beauty for the soul and the world. These men, like all pioneers, "builted better than they knew." They did not see the wide range for the application of their principles to life which were opening to view in their new conditions. In a few years Roger Williams, a prophet and a pioneer, went forth preaching the gospel of "soul liberty," of freedom for the spirit of man from the interference of the State, and after a little while he made that the keystone of the State of Rhode Island. Then, about a hundred and thirty years afterward, the State ceased to patronize or control any Church. It adopted a position of entire neutrality whilst offering protection to all, with the result that the Churches advanced from strength to strength, and the Word of the Lord had free course and was glorified.

It is a great heritage we have received and it is a bright future to which we go. To-day British and American Christianity is leading the spiritual and ethical life of mankind. That Christianity has still many defects. It fails in many ways. Corrupt religions are rampant in Europe, but the Pilgrim tradition is vital and aggressive and will be triumphant in shaping the religion and politics of the world's future, because that tradition is rooted in principles which are invincible and eternal.

West Ealing, W. 13.

*Leifford*



# The Story of the Pilgrim Fathers.

*By the Rev. J. E. SHEPHARD,*

*With Illustrations by the Author.*

**I**F we would really understand the inwardness of the Pilgrim movement, it is necessary to be quite clear as to its character. Great as were the political issues, its foundation was religious, spiritual. It was a great revival of religion in the truest sense. It was a great endeavour to get back to Apostolic simplicity in worship, and to the Headship and teaching of our Lord. The Pilgrims approached it, as all such movements have been approached, through the study of the Bible. So from the study of the Word of God, and their interpretation and conception of the teaching of the New Testament, they were led to separate themselves from the organized religion of their day.

Scrooby, the birthplace of William Brewster, and the home of the first real church of the Separatists, was in those days on the Great North Road, and its old manor house was the resting place of the Archbishops of York on their journey north and south. In the quietness of its rural retreat Cardinal Wolsey spent three months after his fall, and from thence went to York, where two months were spent before he died.

William Brewster was born in the year 1566, and as a youth received what education they could give him in a local school. Ultimately he went up to Cambridge, where he matriculated at the age of fourteen. He became acquainted by some means with William Davison, Her Majesty's (Queen Elizabeth) representative to the Netherlands, and in August, 1585, accompanied him thither. William Davison held some office in the Puritan Church in Holland, probably that of Elder. Under date, May 21, 1579, there is a record: "That upon Mr. Davison's decision to depart for England it became necessary for the Church to choose additional Elders."

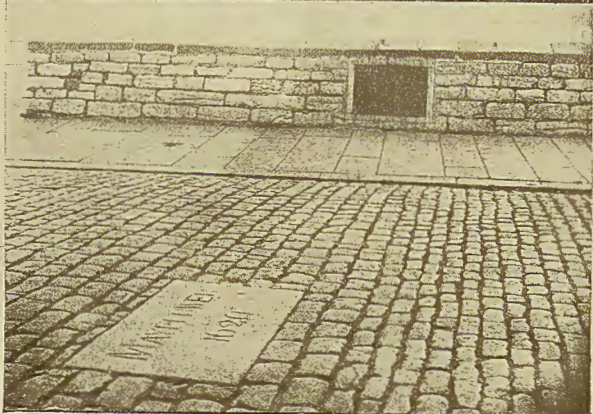
While at Antwerp, William Brewster came under Puritan influence, and imbibed the views which afterwards caused him to break with the Established Church. This experience in Holland in association with William Davison played no small part in his preparation for the great work which afterwards fell to his lot.

In 1587, William Davison was recalled, and made the scapegoat for the death of Queen Mary. The charge against him was divulging State secrets. For this he was tried, deprived of his



## MAYFLOWER STONE.

On the 6<sup>th</sup> of September 1620 in the Mayorality of Thomas Horne, after being kindly entertained and courteously used by diverse friends there dwelling, the Pilgrim Fathers sailed from Plymouth in the MAYFLOWER, in the Providence of God to settle in NEW PLYMOUTH and to lay the Foundation of the NEW ENGLAND STATES. The ancient Quay whence they embarked was destroyed not many Years afterwards, but the Site of their Embarkation is marked by the Stone bearing the name of the MAYFLOWER in the pavement of the adjacent Pier. This Tablet was erected in the Mayorality of J. L. Bore 1891, to commemorate their Departure, and the visit to Plymouth in July of that Year of a number of their Descendants and Representatives.



The "Mayflower" Stone on the Barbican, Plymouth, close to the spot from which the Pilgrim Fathers departed. The tablet on the wall and the inscription on same are also shown.

Photographs by J. Lewis,  
Devonport.



---

*The Story of the Pilgrim Fathers.*

---



SCROOBY MANOR.

secretaryship, and sent to the Tower of London. William Brewster returned home, and took up his father's position as keeper of His Majesty's Posts, that is, providing horses for the King.

It was nineteen years after this that the church was started in his house. What had he been doing all this time? A year before his return Richard Clyfton settled at Babworth, and had begun to draw the people from Scrooby and the surrounding villages. We also get some light from Governor Bradford's records. He tells us: "His particular method of helping the cause was to furnish money for the support of the Reformed preachers in the parish churches round about." Then he was of great assistance to the men who had been driven out of their churches. We are told that he worked vigorously for the common good in the Church by law Established, until persecution drove him out of it. We are further told that he was "wise and discreet and well-spoken, having a grave, deliberate utterance; of a very cheerful spirit, very sociable and pleasant among his friends, of a humble and honest mind; of a peaceable disposition, under-valuing himself and his own abilities, and sometimes over-valuing others; inoffensive and innocent in his life and conversation, which gained him the love of those without as well as those within." Here then is his portrait, so well drawn that we feel we know him.

It is evident that His Majesty did not value him, for we

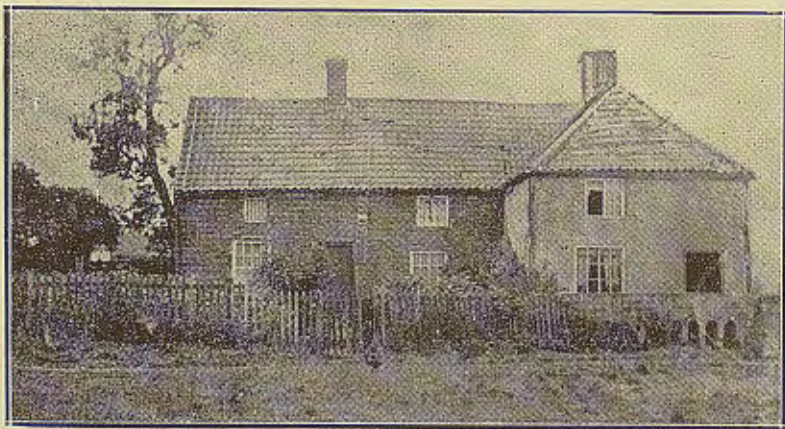


---

## MOTHER PLYMOUTH.

---

find Sir Robert Naunton writing : "His Majesty . . . will be very good friends with you, if you can procure Brewster to be taken, wherein he makes no doubt of your careful endeavour." They thought that they had apprehended him, taking him out of a sick bed, and wrote the King accordingly. It turned out, however, that they had taken the wrong man. In April, 1608, he was fined £20 as a Brownist, and later, as we shall see, he was arrested at Boston. His house became the meeting-place, and often the hiding-place, for the leaders in this great cause. It was there that John Robinson fled when he was driven away from Norwich. Others, too, find sanctuary there. Here too, in 1606, the first Pilgrim Church was formed. It may be legend, but some years ago we were taken into a stable and shown the spot where they assembled for worship. Armed men guarded the place and watched for the King's soldiers. We are also informed that at times they met elsewhere, often in the cellar of the house of William Bradfield, at Austerfield, some three miles from Scrooby.



WILLIAM BRADFORD'S BIRTHPLACE.

When William Brewster returned from Holland, there had arrived a new baby at a house in Austerfield, and they had christened him William. This William Bradford entered early, how early we do not know, into the life of William Brewster. Although there was twenty-three years difference in their age, they grew up like David and Jonathan.

At twelve years of age we find Bradford interested in his Bible and attending the ministry of Richard Clyfton. He was not very strong in his childhood, and therefore the greatest care had to be exercised over him. While yet a child his parents died, and he was left to his grandparents, and later, to his uncles to bring up.



---

## *The Story of the Pilgrim Fathers.*

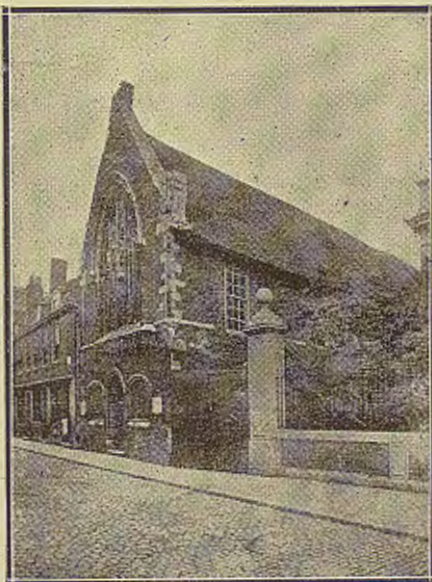
---

Owing to a long illness, he was deprived of schooling, but in after life his attainments in this direction are little short of marvellous. He could speak Dutch and French, he was master of Latin and Greek, "But the Hebrew he most of all studied, because he said he would see with his own eyes the ancient oracles of God in their native beauty." Further, "He was well skilled in History, in Antiquity and Philosophy, and Theology." His history of the Settlement, and his Governorship, which lasted thirty-seven years, bear testimony as to the manner of man he was. John Robinson, William Brewster and Richard Clyfton were all Cambridge graduates, so that one can understand how they would help this man, for whom they had such a deep love and regard. These two Williams became the Moses and Aaron of the Pilgrimage.

The little church at Scrooby was sorely tried. They were persecuted in a most determined manner; heavy fines were inflicted upon them, and they were in every way discomforted, so they resolved to flee. It was not an easy matter, for no one could leave the country without a permit, and it was not at all likely that such would be granted to them. It was necessary therefore to steal away. They managed to engage the captain of a Dutch boat, sailing out of Boston, in Lincolnshire, to take them to Holland. When they arrived at Boston, the captain treated them very graciously, but when he had got them on board

they were arrested and treated in the most disgraceful manner. They were brought before the magistrates in the Guild Hall, and were committed to the cells beneath. Here they were detained a month, when seven of their number, including William Brewster, were sent to Lincoln Assizes. The main body returned to their homes, and in the course of time were joined by the other seven.

Nothing daunted, they resolved the following Spring to make another attempt. This time they resolved to try Hull. Two or three of their number went over to Hull and met a captain of a Dutch boat, of which he was the owner, and struck a bargain with him to



THE GUILD HALL, BOSTON.

of which he was the owner, and struck a bargain with him to



## MOTHER PLYMOUTH.

convey them to Holland. It was agreed that he should take them on board at a lonely common, a few miles from Grimsby. Careful investigation convinces me that this was Killingholm Creek. The women and children were to go by barge, by way of the Trent into the Humber, while the men, in small detachments, found their way overland. They all arrived before the ship appeared, and had to wait. Owing to the roughness of the river they were compelled to run the barge into the creek. There they were, when night came on, in one of the most desolate spots on earth.



KILLINGHOLM CREEK.

The following morning the ship arrived. The captain sent off his boat to fetch the men, thinking, doubtless, the barge would float with the women and children. Just as the men were safely on board, he saw a number of armed men coming in the distance, and, becoming alarmed, he weighed anchor, hoisted sail, and made off. It was a terrible blow, both to the men on board and the women and children on shore.

Thank God some brave men were left behind. There stood William Brewster, Richard Clyfton, and John Robinson, their pastors and friends. Those who thus were left behind found homes in the surrounding villages, and in course of time joined their loved ones across the sea.

Governor Bradford gives us a pathetic picture of the voyage across to Holland: "We were driven near the coast of Norway. The mariners themselves often despaired of life; and once, with shrieks and cries, gave over all as if the ship had been foundered in the sea, and they sinking without recovery. But when man's



---

### *The Story of the Pilgrim Fathers.*

---

hope and help wholly failed, the Lord's power and mercy appeared in their recovery : for the ship rose again and gave the mariners courage again to manage her." The storm abated and they reached their desired haven after fourteen days.

To take up the Bradford record again : " And in the end, notwithstanding all these storms of opposition, they all got over at length, some at one time, and some at another ; and some in one place and some in another : and met together again, according to their desires, with no small rejoicing."

William was not long ashore before he was seized by an officer and taken before a magistrate. One of the passengers on the ship accused him of fleeing from England for crime. The magistrate was a wise man, and just, who when he understood the reason for his coming, liberated him.

In going over to Holland the Pilgrims had friends who had gone before. The Brownists were there, and John Smyth with his Gainsborough church, together with some from Epworth, Crowle, and West Butterwick. These seemed to have joined the church under the pastoral care of Francis Johnson. The fresh arrivals did not unite with their brethren, but set up an independent church, with Richard Clyfton as pastor, and John Robinson as assistant. Here in Amsterdam they did not find the conditions of life very desirable, or perhaps what they had anticipated. At the end of a year, owing to some difference with John Smyth over the question of baptism, they resolved to remove to Leyden. Richard Clyfton resigned the pastorate of the church and remained at Amsterdam, and John Robinson became the pastor. From time to time fresh arrivals joined the church at Leyden, until it became, according to Dr. Prince, somewhat numerous. It is probable they never exceeded two or three hundred.

In 1608 some Puritan families had emigrated from England to Virginia. Bishop Bancroft, getting to know of it, procured an interdict, and so prevented others from following suit. Virginia was at this time divided into north and south, and since 1614 the northern division was becoming known as New England. It was to this part the emigrants had gone. Further, at Plymouth and London, there were two companies known as the Virginia Company, chartered under the Royal Patent, to make settlements on that extensive country. It was towards this spot the church at Leyden turned their eyes and hearts. They had become anxious about their children. There was not only the difference in language, but in the habits of the people, especially in their treatment of the Lord's Day. Then, their posterity, they felt assured, " would in a few generations become Dutch " and lose all " their interest in the English nation," a thing greatly to be deprecated. Then there was somewhat of a missionary spirit which caused them to desire to propagate and advance " the Gospel in remote parts of the world."



---

## MOTHER PLYMOUTH.

---

They did not decide matters hurriedly, but with prayer and deliberation. They sent two of their number to England to make arrangements with the Virginia Company, and with the Privy Council. After a year of negotiations they returned to Leyden disappointed at their non-success. They did not give up—they had become used to such set-backs. In February, 1619, they sent over two other of their number, who were successful in the course of that year in procuring a patent under the Virginia Company. It was not, however, until 1620 they resolved to go.

Having made up their minds a day of prayer and fasting was called, and John Robinson preached a sermon from 1 Sam. xxiii. 3, 4. At once they began to convert their property into money and prepare to emigrate. John Robinson and some others made up their minds to remain behind and join them, as opportunity offered, later. They who were to depart were constituted a church, absolute in themselves, with William Brewster as Elder.

They purchased a small vessel of sixty tons, and fitted it out in Holland. This ship they named the *Speedwell*. In London they hired another of about one hundred and eighty tons, named the *Mayflower*. These preparations carried them into June, when they set apart another day for devotion. On this occasion John Robinson preached from Ezra viii. 2. He concluded his discourse by urging them to be ready "to receive whatever truth shall be made known unto you from the written Word of God. Remember that and every other article of your most sacred covenant. But I must here withal exhort you to take heed what ye receive as truth; examine it, consider it, compare it with the other scriptures of truth before you do receive it; for it is not possible the Christian world should come so lately out of such thick anti-Christian darkness, and that perfection of knowledge should break forth at once."

Twenty-four miles south of Leyden is the seaport town of Delfshaven; here the *Speedwell* was in readiness for them. Towards the middle of July, John Robinson and his friends came from Leyden, whilst many others came from Amsterdam to take leave of the Pilgrims. The wind being fair, they went on board and then followed a most painful parting. They fell down on their knees to ask God's blessing; then John Robinson and the friends with him stepped on shore. They hoisted sail, and in a short space of time the *Speedwell*, with her precious freight, vanished out of sight. On board the *Speedwell* were some whose names became prominent in the history of the settlement—John Carver, who became the first Governor, Miles Standish, immortalised by Longfellow, Edward Winslow, and Dr. Fuller. William Brewster and William Bradford were there.

On July 22nd they arrived at Southampton and found the *Mayflower* waiting for them, with some English friends on



---

## *The Story of the Pilgrim Fathers.*

---

board. Time was spent in making preparation for the voyage, and then they divided into two companies, one for each ship. Each company chose a governor and two or three assistants. They set sail from Southampton on August 5th, but had not gone far before Captain Reynolds declared that the *Speedwell* had sprung a leak, and so they put back to Dartmouth for repairs. This delayed them until the 21st of the month, when again they set sail. They had not gone more than a hundred leagues from land when Captain Reynolds again complained of the condition of the *Speedwell*, and refused to proceed, so that both vessels put back to Plymouth. Some gave up the idea of going. Those who remained were made into one company and taken on board the *Mayflower*, which on September 6th sailed off with one hundred and three passengers.

The voyage took nearly sixty-seven days. It was a terrible time. Once the main beam in the midships bowed and cracked.



BREWSTER PRAYING ON LANDING.  
(After Gilbert)

John Howland was washed overboard and saved by catching hold of a rope and being hauled up by boat hooks. William Batten, a servant to Doctor Fuller, died as they neared the coast. Oceanus Hopkins was born on the voyage, and to crown their adventures, Dorothy, wife of William G. Bradford, fell overboard in Cod Bay harbour and was drowned. When, however, on November 11th they anchored in Cape Cod harbour they "fell on their knees and blessed the God of Heaven, who had brought them over the vast and furious ocean, and delivered them from so many perils and miseries."

They started to explore, and "found mussels on the shore, very fat," but they made them ill when they ate them. They saw five or six people with a dog, but these ran into a wood and called the dog after them. Then they discovered heaps of sand, and a bow and arrows. "We supposed that there were many other things, but, because we deemed them graves, we put in the bow again and made it up as it was, and left the rest untouched; because we thought it would be odious to them to ransack their sepulchre." This is but a small matter, but it is a revelation of the character of these men and an indication of how they meant to treat the native Indian.



---

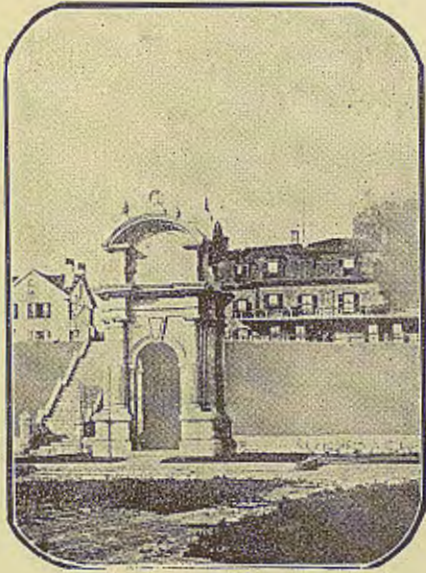
## MOTHER PLYMOUTH.

---

It was winter, and a season unusually severe. Most of them had suffered terribly during the voyage and were weak and

feeble. Their provisions were poor and scarce, and the Indians shy and hostile. After making several exploring adventures they fixed upon a place called by the Indians "Patuxat."

Hither they brought their entire company by the next December. They named the place New Plymouth, in honour of the English port from which they sailed. John Carver was chosen first Governor for the year, and William Brewster placed in charge of the spiritual work, and Miles Standish of the military. Their early days were full of adventure and privation. John Billington, a boy, lost himself in the woods and lived for five days on berries. They built



PLYMOUTH ROCK.  
(The Landing Place, U.S.A)

a house and it was set on fire by a spark. "The most loss was Master Carver's and William Bradford's, who then lay sick in bed, and if they had not risen with good speed, had been blown up with powder, but, through God's mercy, they had no harm."

In 1621 William Bradford was chosen as Governor, and continued in that office for thirty-seven years. He was ill the whole winter of 1656, and died May 7th the following year. William Brewster had died some fourteen years before, on April 10th, 1643. They were both great men as statesmen and Christians. Nothing but faith in the living God could have sustained them under such tremendous trials. They won through, and not only established a colony where religious liberty was respected, but laid the foundation of a mighty nation. We have lived in happier times than they, but we must never forget that "the price of liberty is eternal vigilance."



## The Pilgrims, Arrival at, and Departure from Plymouth

The Pilgrim Fathers, says Whitfield's "Plymouth and Devonport: In Times of War and Peace," were in the main, if not wholly, strangers to the town, but they supplemented the blood and sinew that the port had already contributed to the conversion of Virginia and other choice tracts. Many of the townsmen had long sympathised with the demand of the Brownists for freedom of congregational worship, and there was a keen sympathy with the community who crossed to Holland in search of a freer atmosphere. Disappointed with the environment of Leyden, the Pilgrim Fathers were enchanted with Raleigh's account of America's natural resources; and well weaned, to use their own language, from the milk of their Mother Country, the prospect of distant emigration did not appal them. Industrious and frugal by temperament, they were knit together by "a most sacred covenant of the Lord, of the violation whereof we make great conscience, and by virtue whereof we hold ourselves straitly tied to all care of each other's goods and of the whole. It is not with us as with men whom small things can discourage." Such was the sturdy pride of the pilgrims who left Leyden in the *Speedwell* and the *Mayflower*, only to be buffeted by the storms until Dartmouth haven made its welcome appearance. Thus far the "viage" had been "as full of crosses" as the passengers were "full of crookedness," and the prospect was ominous. Fairly taut and well trimmed when she first set out, the *Speedwell's* timber opened like a sieve, and the sea rushed in as through "a mole hole." From the bluff captain, who, unlike Miles Standish, had little reverence for the advocates of a conscience clause, the emigrants received scant sympathy; and, repeatedly rebuking the more frail complainants as "froward, waspish, and discontented" he addressed them with "as much scorn and contempte as though they were not good enough to wipe his shoes."

Having refitted, the *Speedwell* and the *Mayflower* resumed the voyage, but, after quitting Dartmouth, the distressing experiences were renewed, days of torture and suspense ensued, and the wretched vessels made for Plymouth. Here they were thoroughly overhauled, and the *Speedwell* having been condemned as being unfit for sea was despatched to London with the exhausted creatures who preferred persecution on land to the torments of the ocean. Amongst the sympathizers who dwelt by the Barbican the voyagers found spiritual consolation and homely hospitality, and the relations were most affectionate. "All troubles being blown over" the undaunted were "compact together in one ship" and then they departed in their frail barque. Amid the





*From the Painting by Charles Lucy)*

*(Photograph supplied by Henry Graves*

THE LANDING OF THE PILGRIM FATHERS (showing the *Mayflower* in the background).



## *The Story of the Pilgrim Fathers.*

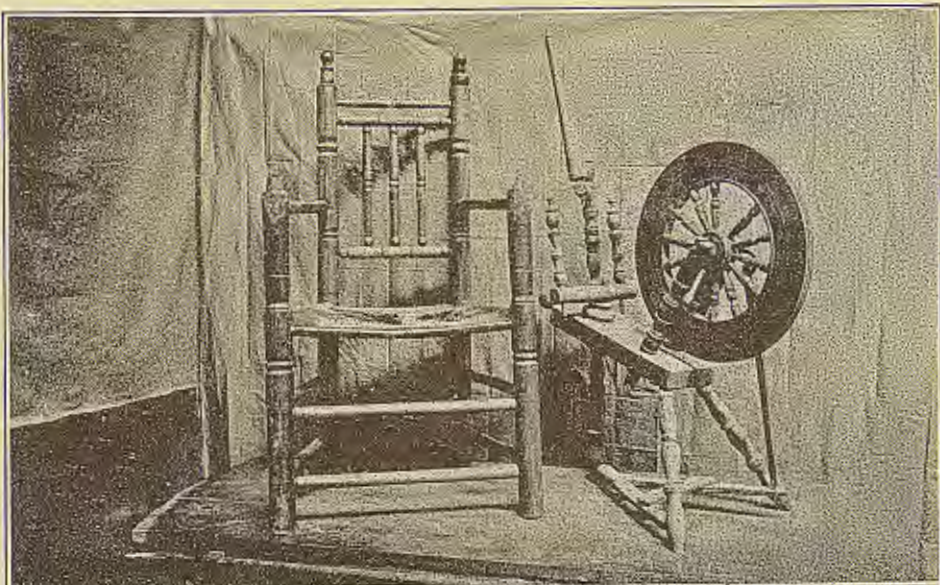
devoutest of salutations from their newly found friends, and the fluttering of kindly emblems from the rugged sailors who watched as the vessel worked her way to the Sound, the *Mayflower* sped from the port to find the desired habitation. "According to the usual manner" many were afflicted with sea sickness, and their sufferings were aggravated by brutal jibes. But, wrote Bradford in a spirit of sacred satisfaction, "there was a special worke of God's providence." Amongst the crew was a "proud and profane" young mariner of "lustie body" who was always ridiculing the misery of the passengers, and assailing them with "greeveous execrations." He did not shrink from saying that he hoped it would be his lot to cast half the pilgrims overboard of and make merry with their money and effects. If he were by any gently reproved, he would curse and swear most bitterly. "But," the chronicler continued, "it pleased God before we came half seas over to smite this young man with a greeveous disease, of which he died in a desperate manner, and it was himself the first that was thrown overboard. Thus his curses light on his own head, and it was an astonishment to all his fellows, for they noted it to be the just hand of God upon him." Fair winds were followed by fierce storms, and the *Mayflower* was "shroudly shaken." Nine weary weeks of buffeting elapsed before Cape Cod was sighted, and christening their landing place as Plymouth Rock and their settlement as New Plymouth, in honour of the town whose memory they held so fragrant, the pilgrims set up their historic habitation.

### The "Mayflower" and her Precious Freight.

There sailed from Plymouth in the *Mayflower* that sixth of September, 1620, (says Professor Roland G. Usher, Ph. D., in "The Pilgrims and their History") one hundred and two passengers whose identity has been of greater interest to posterity than that of any other emigrants in history. The adult males numbered forty-four, the adult females nineteen, the younger boys and girls under age, thirty nine, or about forty per cent. of the whole number. There were twenty-six married men, and eighteen married women, twenty-five bachelors, and one spinster servant.

There is every reason to suppose that only two of the adults were over fifty years old, and only nine over forty. The mortality of the first year fell heavily upon them and left the colony in the hands of younger men. Bradford was thirty-one, Winslow twenty-five, Allerton thirty-two, Standish thirty-six, and Alden only twenty-one. The Pilgrim Fathers scarcely deserved the appellation.





1.—Governor Carver's Chair, and ancient Spinning Wheel; 2.—Elder Brewster's Chair, and Cradle of Peregrine White, the first Pilgrim baby; 3.—Sword of Myles Standish, Iron Pot and Pewter Platter brought by Standish in the *Mayflower*.



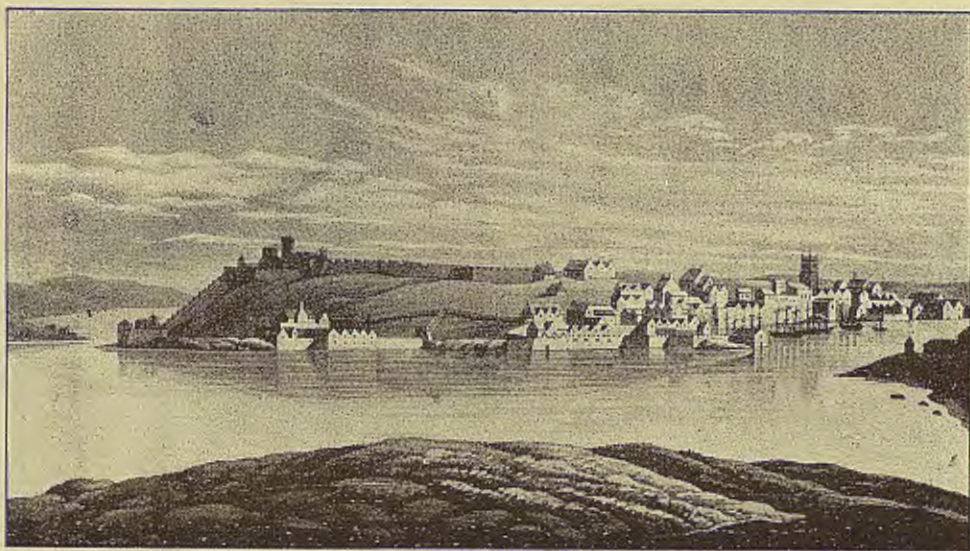
---

### *The Story of the Pilgrim Fathers.*

---

Of the ship on which they sailed we know little, for Bradford and Winslow merely refer to her as "the ship," or "the larger ship," and did not even give her name, but they do tell us enough to infer much about the general type of ship to which she belonged. She must have been about ninety feet long and twenty-four feet wide, carrying a crew of between fifteen and twenty men. Of her three masts, the four and main masts were square rigged without a jib, while the mizzen mast carried a lateen sail. A high fore-castle and a high poop deck left the middle of the ship low. Broad of beam, short in the waist, low between the decks, and in her upper works none too tight, she was what was known as a 'wet' ship, and, being on this voyage heavily laden and therefore low in the water, shipped more seas than usual. At the same time, so far as the Pilgrims were concerned, she was a decidedly large, well constructed vessel, entirely able to weather the storms and sufficiently commodious to prevent any danger from overcrowding.

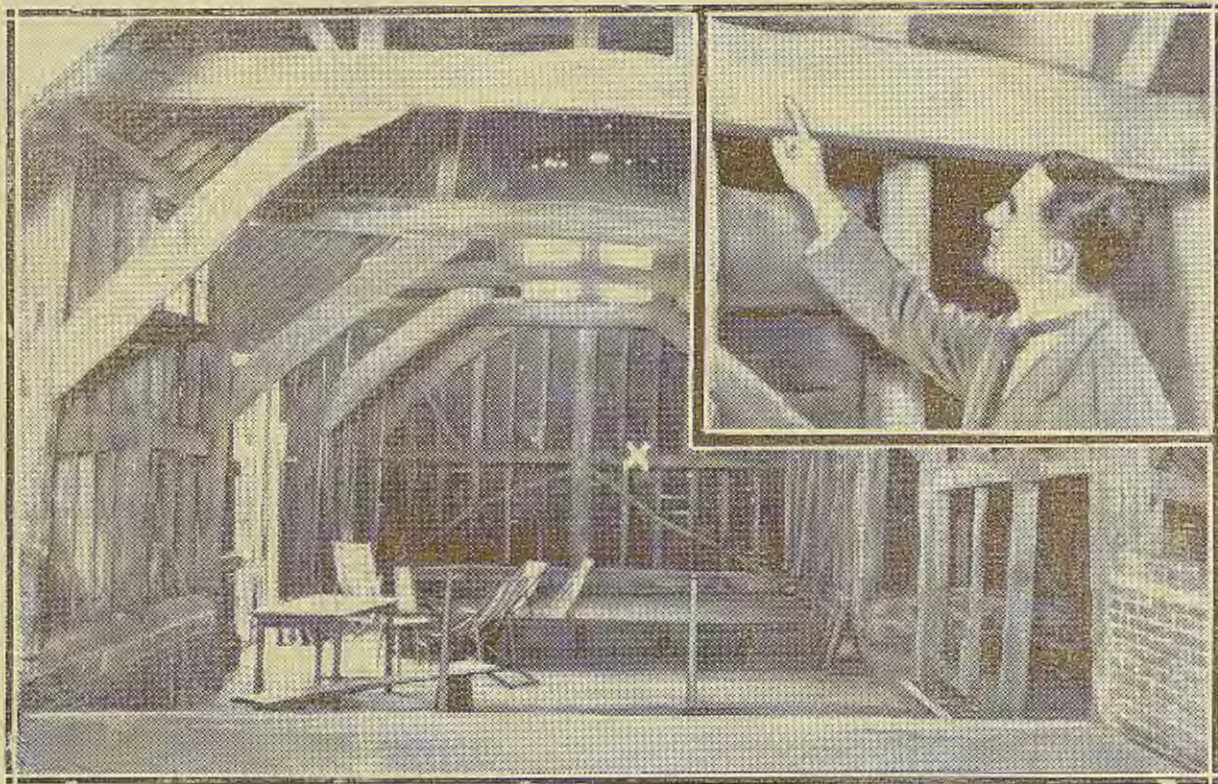
Worth's "History of Devonshire" states that some Plymouth and Devonshire men played an important part in the work of actual settlement. Georges had a plantation on the island of Mohegan in 1621 or 1622, which was afterwards bought by Abraham Jennings, a Plymouth merchant. Moses Goodyear, son-in-law of Jennings, and Robert Trelawny, afterwards member for the town, two other Plymouth merchants, laid the foundation of the town of Portland; and of actual Plymouth settlers we have John Winter, long Trelawny's agent, and George Cleeves, a man of great note in the new country, and as staunch a Republican as Trelawny was a Royalist. Massachusetts, moreover, was largely peopled from Devon and Cornwall.



PLYMOUTH IN THE LATTER PART OF 17th CENTURY.



# THE MAYFLOW TIMBERS.



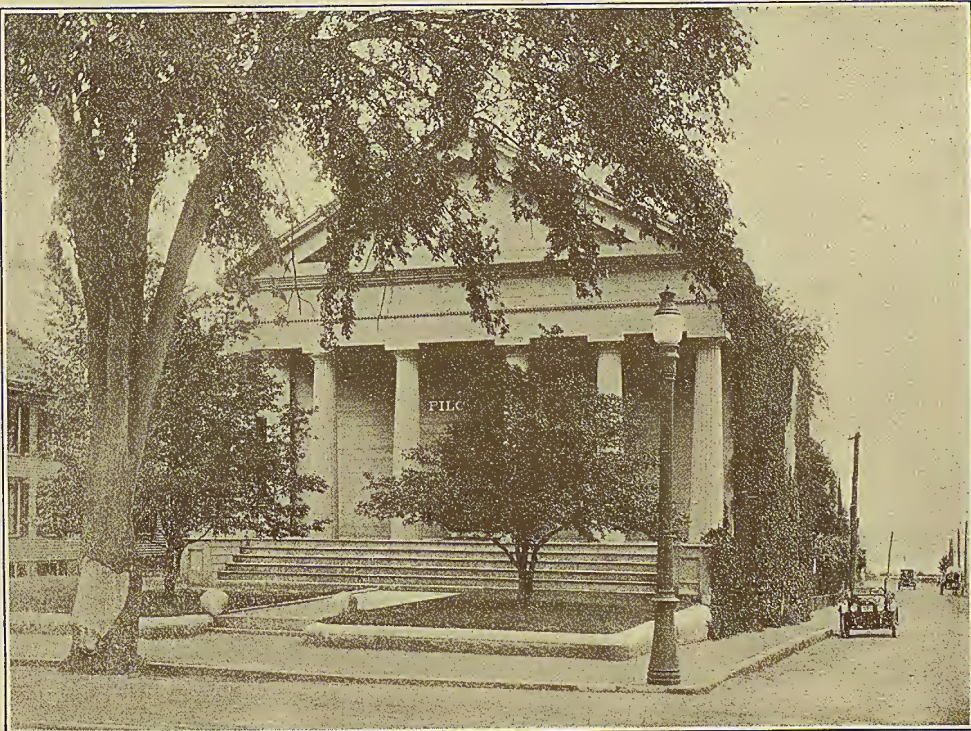
(By permission, from the "Daily News.")

The great barn at Old Jordans (Buckinghamshire) much of the material of which Dr. Rendel Harris believes is the actual wood of which the *Mayflower* was built. The barn is to all intents and purposes a ship inverted, schooner-built of 17th century date, 90 or 100 feet in length, and tonnage about 150. The actual tonnage of the *Mayflower* was 180. A piece of ship's steel is still attached to one of the timbers in the barn. One of the cross beams in the barn has cracked, and the crack has been repaired by a great clamp. One of the timbers has letters cut in it, three of which can be distinguished as H.A.R., (see x) presumably part of the word Harwich, which was the *Mayflower's* port of registry. Inset is a Press representative pointing to the letters on the beam.



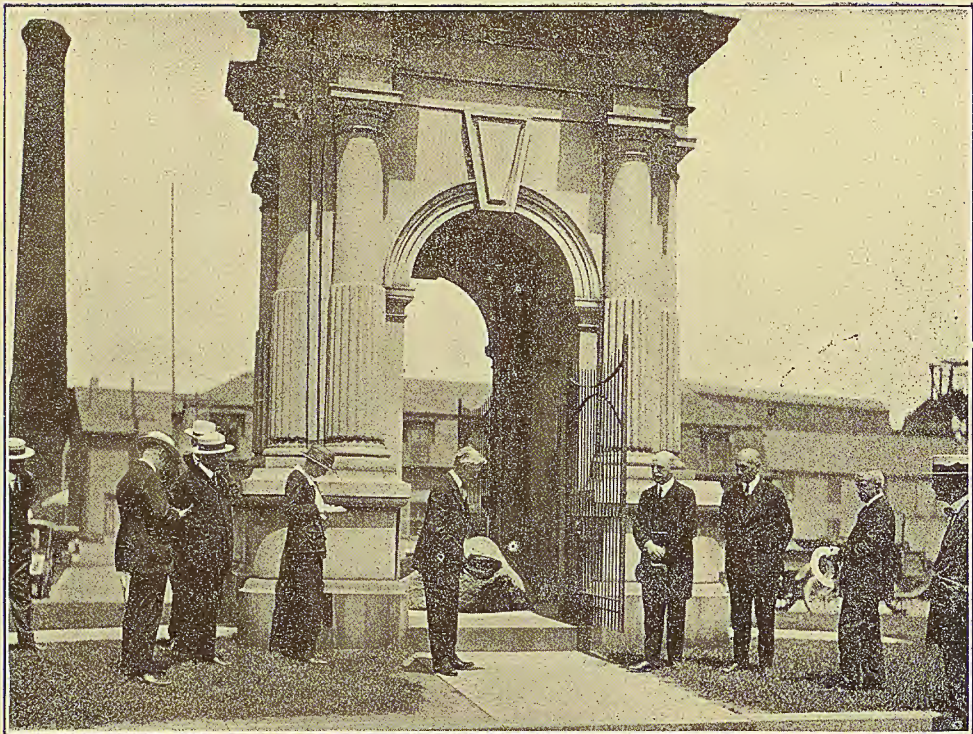


PLYMOUTH, MASSACHUSETTS, SHOWING PLYMOUTH ROCK IN FOREGROUND.



THE PILGRIM HALL, PLYMOUTH, MASS.





*Photo, E. P. McLaughlin, Plymouth, Mass.*

#### AT PLYMOUTH ROCK.

Presentation of Illuminated Address at Plymouth Rock from the Mayor, Aldermen and Burgesses of Plymouth (England), to the Selectmen of Plymouth, Massachusetts. Mr. A. N. Holley, who represented Old Plymouth, stands near the gate and Mr. William T. Eldridge, Chairman of the Board of Selectmen, New Plymouth, from whom a Tercentenary message appears on another page, occupies a position at the other side of the gateway.



The proposed "*Mayflower*" Memorial Hall, Plymouth, to be erected in Exeter Street, Plymouth, by the Salvation Army, at a cost of £25,000. The five foundation stones have been brought over from Plymouth, Mass., and will be laid by the American Ambassador (Mr. John W. Davis), Viscount Astor, Earl Reading (Lord Chief Justice and former Ambassador to the United States), Mr. F. E. Powell (President of the American Club), and General Booth.





Photo, E. P. McLaughlin, Plymouth, Mass.

#### FROM OLD PLYMOUTH TO NEW PLYMOUTH.

The illuminated and framed address presented by Mr. A. N. Hollely on behalf of the Mayor, Aldermen and Burgesses of the Borough of Plymouth, to the Board of Selectmen, Plymouth, Mass., on June 24th, 1920. The address is signed by the Mayor (Mr. Lovell R. Dunstan) and Town Clerk (Mr. R. J. Fittall) and conveys the sincere and hearty greetings of Old Plymouth to New Plymouth, recalls historic events connected with the old town, refers to the arrival of the N.C. 4, on the completion of the first Transatlantic flight, and concludes:—"We rejoice to have this opportunity of giving expression to the feelings of friendship and goodwill which have for so long bound together our two countries, and to express the confident hope that our historical associations will ever be cherished, to the great advantage of both nations. In conclusion, we hail our sister town of New Plymouth, and hope that her future may be one of unbroken peace and prosperity."

The address has the Coat of Arms of Plymouth at the top, and around the sides are pictures of Plymouth Hoe, Ambassador Page, the landing of the American Airmen, the Citadel gate, the Mayflower Stone, and the Mayflower.

The Board of Selectmen presented Mr. Hollely with bound copies of Pilgrim Records to take to Plymouth, England, and these have been duly handed over to the Mayor and Corporation.



## “Mother Plymouth.”

*A Peep into the Past.*

**R**ICH in romantic and legendary lore and wealthier still in the achievements of her many maritime heroes, 'Plymouth, Mother Plymouth sitting by the Sea,' has reflected, through the panoramic roll of centuries, with a versatility that scarcely any other great town in the Kingdom can claim, the pulsating hopes and fears of the nation. The enthusiasm for the place of his birth which every Plymothian feels, springs from the consciousness that his ancestors were primarily concerned in laying the foundations of the mightiest Empire for beneficence the world has known."

This quotation from Whitfeld's "Plymouth and Devonport: In times of War and Peace," expresses in lofty terms the magnificent part Plymouth has taken in making history, and it is equally true that the Pilgrim Fathers who sailed away from the Barbican, Plymouth, on September 6th, 1620 (during the Mayoralty of Thomas Fownes), in the *Mayflower*, laid the foundations of a wonderful New World.

Described in Domesday Book as "Sutton," Plymouth was originally divided into two parts; distinguished, as Samuel Rowe tells us, by the appellations of Sutton Vaultort, and Sutton Prior, from their respective owners. The lords of Sutton Vaultort or Valletort, were renowned for their extensive domains in this county, and the other division formed a portion of the possessions, which the Prior of Plympton held by Royal grant or otherwise. This prelate, by virtue of a charter of Henry III., claimed assize of bread and beer, with the privilege of a market and fair, and of erecting a pillory in the town; he also held a court every Monday. Early in the fifteenth century, the ancient distinctions were lost in the general denomination of Plymouth, by which name it was incorporated in the 18th year of Henry VI. (1440).

Plymouth possesses a history which may well stir the hearts of its people. The town suffered much in the 14th and 15th centuries, during the French wars. It was three-times burnt and on one occasion 600 houses were destroyed by the attacking force.

Sir Francis Drake is, undoubtedly, the foremost figure in its records. Chief among his exploits were, of course, his voyage round the world—at the conclusion of which he returned to Plymouth, and was subsequently knighted by Queen Elizabeth—and the conspicuous part he took in the defeat of the Spanish Armada in 1588. The little English fleet that went out to defeat and destroy the enemy's huge ships of war, was laying at anchor in the Catwater, as the Spanish fleet approached, and while Sir Francis Drake and his fellow officers were reputed to be coolly playing out their famous game of bowls on the Hoe. It was in 1595 that Drake and his kinsman Hawkins, who was born at Plymouth, set forth on their final expedition to the West Indies, from which neither returned.





PLYMOUTH. (From the Water Colour by J. W. M. Turner, R.A.)



---

## MOTHER PLYMOUTH.

---

It is to Sir Francis Drake that Plymouth is indebted for its water supply, for in 1591, conquering all obstacles, that were then deemed insurmountable, and with that enterprise which characterised his whole life, he conducted the stream from Dartmoor to Plymouth by a circuitous route of some 24 miles, and every year the feat is still commemorated at the annual Fyshinge Feaste, when the members of the Council drink to the pious memory of Sir Francis, in the ancient lovinge cuppes.

Another great man connected with Plymouth, whose stirring and romantic career figures largely in national history, was Sir Walter Raleigh, the favourite of Queen Elizabeth, whose life was mostly spent in action and in voyages of discovery. From Plymouth he set forth on an expedition to Virginia and also on his last enterprise in fruitless search of an El Dorado, from which he returned disappointed to meet his fate, subsequently, in the Tower, where he was executed on an old charge of treason. Grenville, a contemporary of these two heroic figures, who took such a splendid part in the last fight of the *Revenge*, was also associated with Plymouth.

Plymouth played an important role in the Civil Wars and although blockaded and attacked with the greatest desperation during the years 1642—1646, it withstood the assaults and remained true to Parliament—the only town in the West of England with this distinction. It was the undaunted spirit the town had shown (Worth, a local historian, tells us), that led Charles II. to prepare for possible eventualities by erecting the Citadel—one of the finest specimens of seventeenth century fortifications now extant in England—upon Plymouth Hoe.

During the Napoleonic wars also, Plymouth was active in the fitting out of naval expeditions against the French, and from its waters the *Bellerophon* carried into exile the conqueror of a continent.

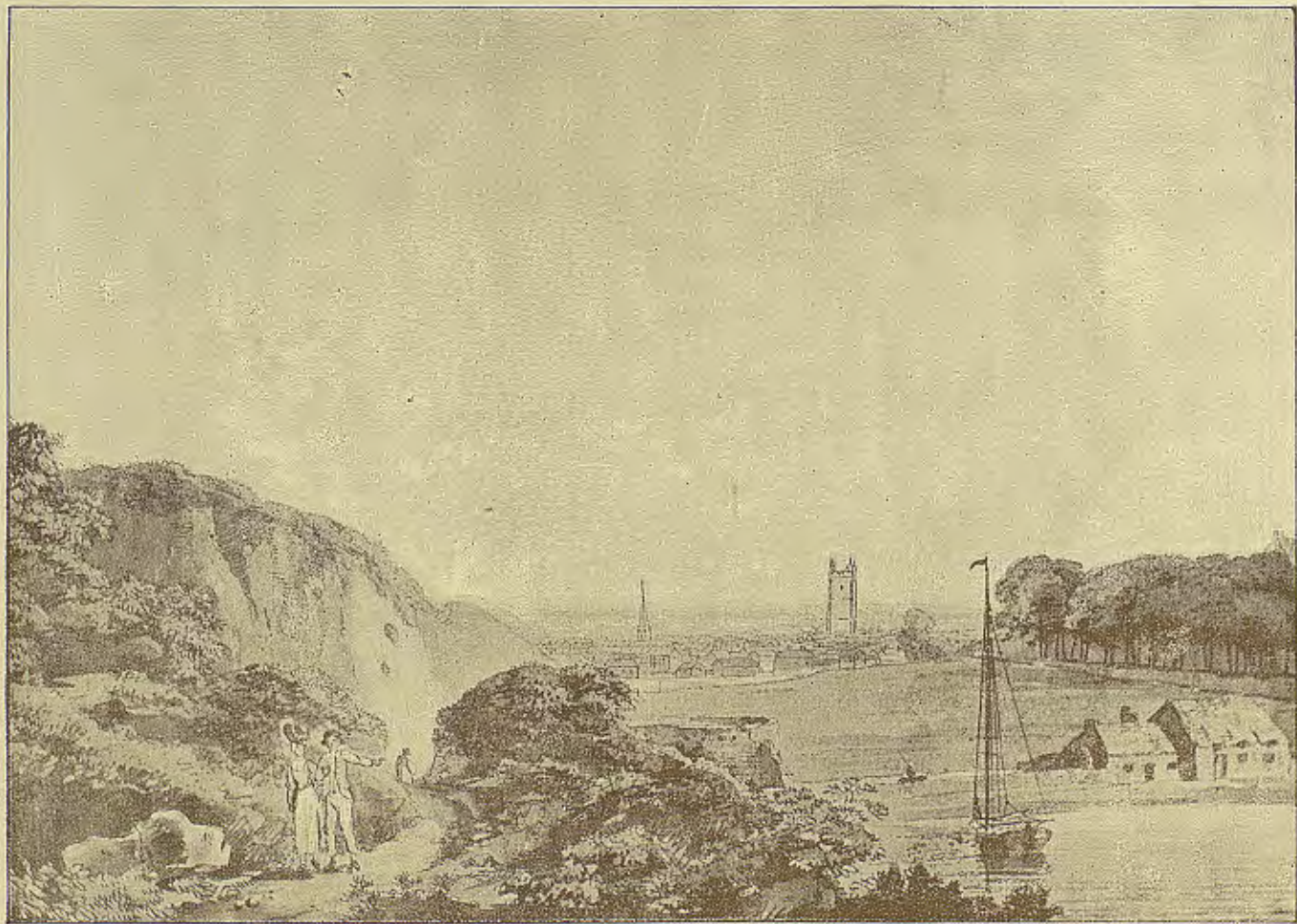
It is interesting to recall that there was no Breakwater in 1620—that great example of engineering skill was not commenced until 1812 and not finally completed until 1841. There was no Eddystone Lighthouse when the Pilgrim Fathers left Plymouth. The first, built on the Eddystone reef, by Winstanley, of wood, was erected in 1696, and was blown down in a great gale in November, 1703. The next lighthouse was known as Rudyerd's (1706), and then followed Smeaton's (1756—subsequently transferred to Plymouth Hoe) and Douglas's (the present erection) in 1882.

Three hundred years ago the coast was infested with corsairs, who dogged the merchantmen as they made for Plymouth.

"With a Court that was profligate, prodigal, and without scruple, it is not surprising to find corruption the rule and public virtue the exception. At Plymouth the officials pursued their dishonest way with unblushing audacity, sequestering foreign ships on slight pretence, pillaging the wares, and meeting all complaints with mendacious boldness."

In Whitfeld's history we get an interesting description of Plymouth as it was in 1642, at the commencement of the Civil Wars, and probably it was not very different in 1620:





PLYMOUTH IN 18th CENTURY : Showing Union Street as a marsh.  
(From the footpath over Stonehouse Hill).



---

## MOTHER PLYMOUTH.

---

" Its fortifications were extensive and it possessed a constant source of recuperation in its seaboard. On the one side the sea flowed as far as Tothill ; and on the other, by way of Sourpool and Deadlake, to Lipson. So that the geographical formation of the town was a peninsula. Between Lipson and Tothill there was a marshy tract, over which the tide flowed and formed a bay, and vessels sailed through the space now occupied by Union Street and moored on the site of the Octagon. The town was almost completely surrounded by a trench, across which drawbridges were thrown ; and the wall enclosure was over six feet in width, with gates at various points, through which alone admission was possible. The circumvallation commenced at the Coxside Gate and traversing to the north-east included, within formidable ramparts, the Friary Court and Gardens. Then it ran along Tothill to the sites of Gascoyne Street, Ham Street, Park Street, across Old Town Street, through the rear of Drake Street, the market and Cornwall Street, intercepting the Frankfort Gate at the north of the land on which the Globe Hotel (now the site of the Prudential Buildings) so long remained. Curving away towards the coast, it passed through the site of Princess Square and reached the Hoe Gate, and thence deflected its course to the Barbican, and terminated at a point near the Castle on Lambhay Hill. There were other gates than those already mentioned—the Western Gate (at Breton Side) ; the Gasking Gate, with Resolution Fort adjacent ; the Old Town Gate, with Terrour Drawbridge and a moat, and Charles Fort near at hand ; St. George's Drawbridge, to the north of Bedford Street, and the South Gate, commanding the steps that led from Sutton Pool to the Barbican."

Outside the town walls, on the map of that time, are to be distinguished, in splendid isolation for the most part, such well known places as the Hoe, " Catdowne," " Penycornquic," Stonehouse, Stoke, Ham, Weston Mill, " Penie Crosse," " Eg Bucland," and " St. Butocks."

Many famous names in English history, in addition to those mentioned above, have been identified with Plymouth. The Black Prince left Plymouth for France and the victory of Agincourt ; the Duke of Clarence landed here in 1470, to enlist recruits for the Lancastrian Army and to excite the revolt which led to the temporary restoration of Henry VI. ; the Princess of Aragon landed at Plymouth on her way to marry Prince Arthur ; Charles I. came to Plymouth in 1625 to inspect troops for the abortive expedition to Cadiz ; Sir Humphrey Gilbert set out from here on his voyage to North America (1570), and later (1583) to Newfoundland, from which he never returned, and those grand old sea-dogs Nelson, Collingwood, Benbow, Howe, Rodney, and Jervis, have been connected with the port in one way or another. It is interesting to note, also, that John Quick, a celebrated Puritan Divine (died 1706) was born at Plymouth.

H.W.





(*Photograph, J. Lewis, Devonport.*)

The casket containing the honorary freedom of the Borough of Plymouth with a silver model of the *Mayflower*, which is to be presented to a representative of the late Dr. Walter Hines Page (American Ambassador in London) during the Mayflower tercentenary celebrations. Messrs Goulding & Co., Plymouth, supplied the model.



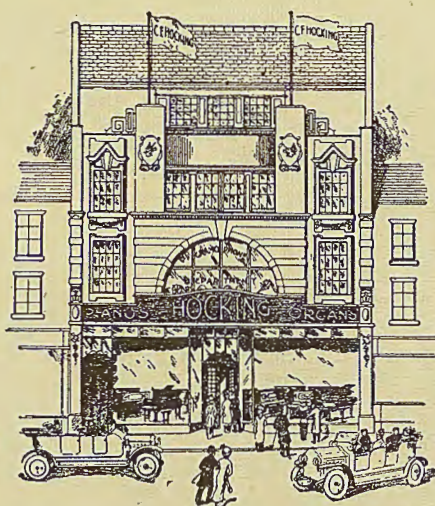
Mr. A. N. HOLLELY, C.C.

(Ex-Chairman of the Plymouth Mercantile Association,) who represented the Plymouth Corporation on a mission to the Board of Selectmen, New Plymouth, Mass., and presented an address from the Mayor, Aldermen and Burgesses of the old Borough.



Greatest Assortment of  
New and Second Hand  
**PIANOS, ORGANS.**

At  
All  
Prices.



At  
Competitive  
Prices.

Equitable Terms either for  
Cash or Extended Payments

**Hocking Pianos,**  
'Phone:  
Devonport 36. **Devonport.**



# FOR "MAYFLOWER" VISITORS

## A Useful Guide to Plymouth & District.

With Railway and Steamboat Fares and other Information.

(Note—The Fares mentioned in this List are approximately correct at the new rates, but are subject to official alteration.)

The following details of Points of Interest in the town of Plymouth and Neighbourhood are given for the benefit of our numerous visitors at this time. The names are, for convenience sake, placed in alphabetical order and not only are the attractions of the town itself included in the list, but likewise all places of interest within a radius of 20 miles, together with the best and most expeditious way of reaching them by river, road or rail.

**ABBEY, (THE).** Near St. Andrew's Church. The Oldest ecclesiastical building in Plymouth. Now used as a Wholesale Grocery Store.

**ADMIRAL'S HARD.** A convenient marine landing-place at Stonehouse. Also used by a public Ferry for the conveyance of pedestrians to Mount Edgcumbe, Millbrook and Cawsand. (See *CREMYLL*).

**ADMIRALTY HOUSE.** The official residence of the Port Admiral at Mount Wise.

**ALBERT BRIDGE (ROYAL).** A handsome tubular structure erected by Brunel, the famous engineer, across the river Tamar at Saltash. The bridge is 2,250 feet long and 260 feet high at its loftiest point. Cost of construction £225,000. Opened in 1859 by Prince Consort, after whom it was named. Reached by Steamer from Promenade Pier, or Rail Motor from Millbay. (Fares 6d.)

**ANTONY HOUSE.** Seat of the Carew family. Now occupied by General Sir Reginald Pole-Carew. It is situated near Torpoint, which may be reached by No. 7 Tram and the Torpoint Ferry. (Fares 1½d. and 1d.)

**APPLE TREE COT.** Tea House near Saltash. Noted for strawberries and cream. Popular picnicking rendezvous. (See *SALTASH*).

**ARMADA MEMORIAL.** Erected on Plymouth Hoe in 1888, the tercentenary year of the defeat of the Spanish Armada by Sir Francis Drake, and to commemorate that event. The Statue represents Britannia, with drawn sword, defying the invaders, and the motto beneath it reads "He blew with His Winds and they were Scattered!"

**ATHENAEUM.** Near Theatre Royal. Headquarters of the Plymouth Institution and the Devon and Cornwall Natural History Society. Contains a museum and lecture room where Art and Photographic Exhibitions are often held.

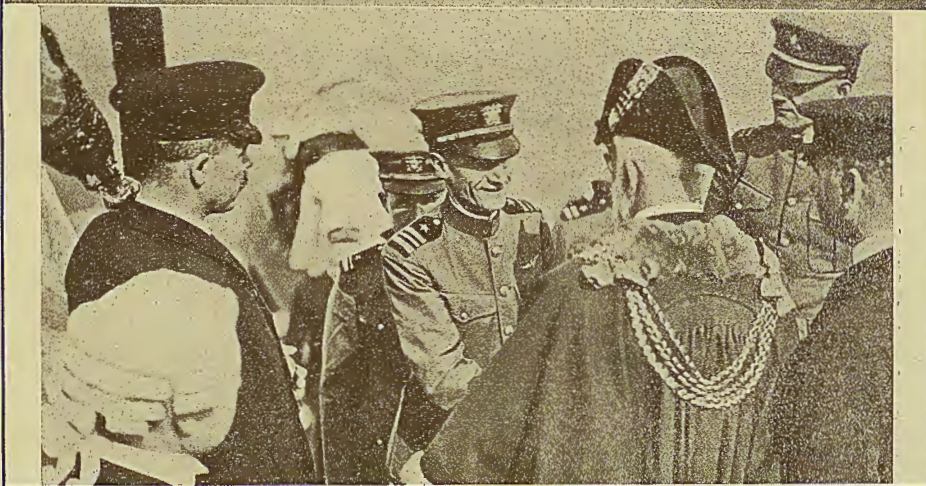
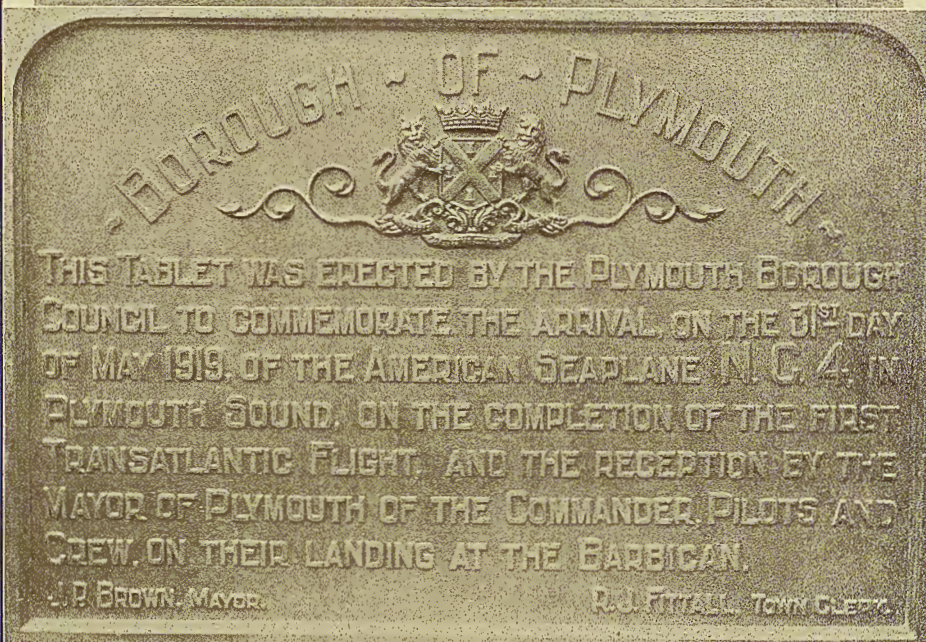
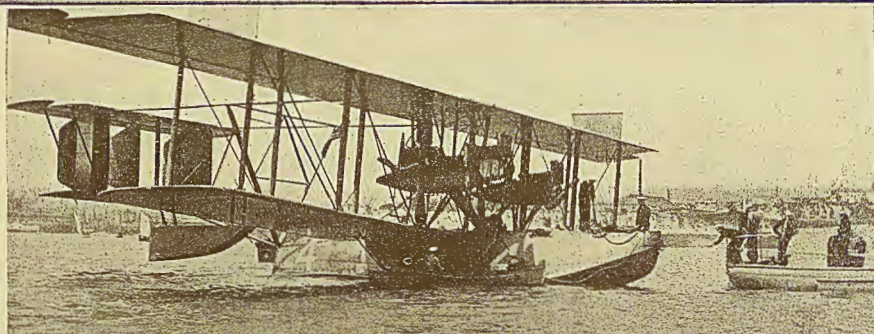
**AWNS AND DENDLES.** A delightful rural retreat with cascade and exquisite wooded scenery. Reached by rail to Cornwood. (Fare from Millbay, 1s. 4d.)

**BARBICAN.** Historic Plymouth landing quay, now used as a Fish Market. The "Mayflower" Stone is here. (See "*MAYFLOWER*").

**BARN POOL.** Famous anchorage for all classes of sea-going vessels, and frequently used by Royalty when visiting Mount Edgcumbe House close by.

**BATTEN.** (Called also "Mount Batten.") Site of a Roman encampment. Now used as a Government Air Station. Contains ancient tower, at one time a valuable stronghold, but now converted into a water reservoir. Reached by Ferry from Phoenix Wharf. (Fare 2d.)





#### ARRIVAL OF AMERICAN AIRMEN AT PLYMOUTH

- 1.—Trans-Atlantic Flight. A close view of "N.C. 4," known as "Nancy," being taken in charge of the airmen of the U.S.S. "Aroostook" (Parent ship for U.S. Seaplanes) and U.S.S. "Rochester" (Flagship) after her famous flight to Plymouth, England, 2-30 p.m., 31st May, 1919.  
(Photo, Abrahams, Devonport.)
- 2.—Tablet to commemorate the occasion, placed near the Mayflower tablet on the Barbican.  
(Photo, J. Lewis, Devonport.)
- 3.—Welcome of crew of "N.C. 4," (Lieut.-Comdr. A. C. Read, Lieut. E. F. Stone, Lieut. W. Hinton) by the Mayor and Corporation of Plymouth, May 31st, 1919.  
(Photo, Abrahams, Devonport.)



## MOTHER PLYMOUTH.

**BEAUMONT PARK.** Situated in the Eastern District of Plymouth and much used by juveniles. It is exactly opposite the Friary Station of the L. & S.W. Railway. Trams pass frequently.

**BERE ALSTON.** About 10 miles from Plymouth on the L. & S.W. Railway. Overlooks the river Tamar and is celebrated for its tea and fruit gardens. (Fare from North Road 1s. 8d.)

**BERE FERRERS.** An adjacent and similarly attractive spot, but less populous. Reached in the same way. (Fare 1s. 4d.)

**BEGGAR'S ISLAND.** A small islet at the mouth of the river Lynher, near Saltash, and reputed to have been the abode of a notorious local character (viz.) the "King of the Beggars," known also as Bamfylde Moore Carew.

**BICKLEIGH VALE.** One of the most picturesque resorts in the entire Plymouth district and much frequented by holiday-makers. Reached by rail motor from Millbay to Plym Bridge. (Fare 9½d.)

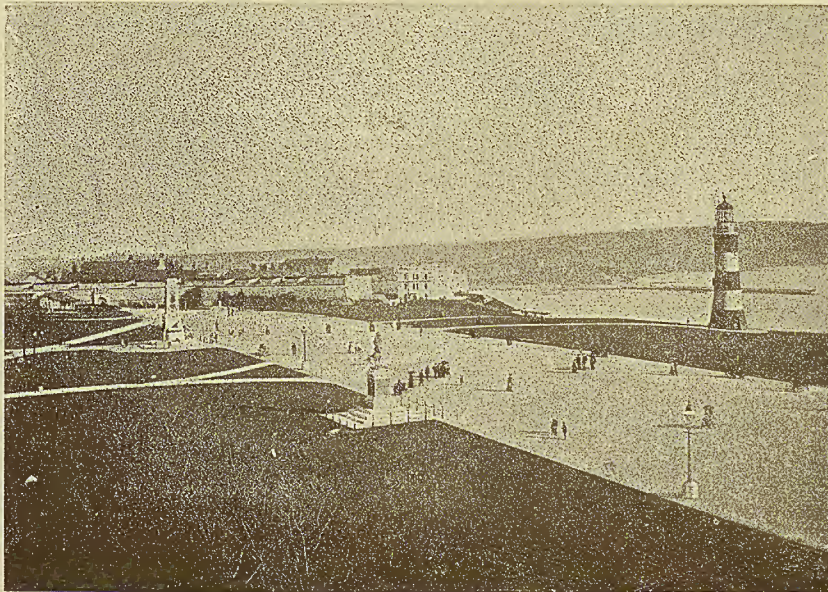
**BIOLOGICAL LABORATORY (MARINE).** Adjoining the Plymouth Citadel. Headquarters of the Marine Biological Association. Has a fine Aquatic Museum, which is open to visitors. Fee 6d.

**BLOCK HOUSE.** Top of Tavistock Road, Devonport. Formerly an important military redoubt; now used as a public recreation ground. The view from the summit on clear days is very fine.

**BOVISAND.** The extreme Eastern portion of Plymouth Sound. Has a very fine fort and beach, and close by is an extensive shooting range for Volunteers.

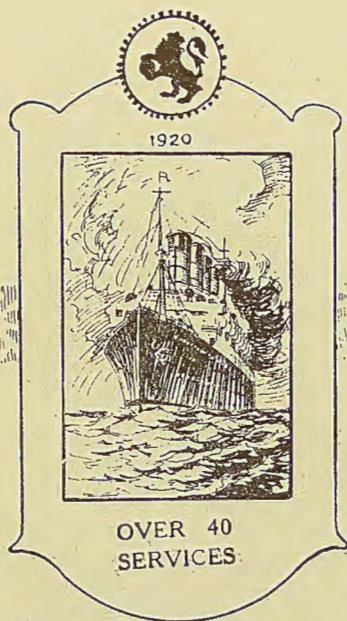
**BREAKWATER.** An imposing structure built directly across the entrance to Plymouth Harbour. It was constructed with great difficulty in the years 1868-9, and at a cost of £2,000,000. It has a lighthouse and Fort, and by its presence renders the entire Sound storm-proof and a safe and convenient anchorage for ships. Boats are allowed to land and may be hired at 6d. per hour from West Hoe Pier.

**BRICKFIELDS.** A large piece of waste ground near the Raglan Barracks, Devonport, and adjacent to Devonport Park. Used principally for cricket and other sports and military reviews.



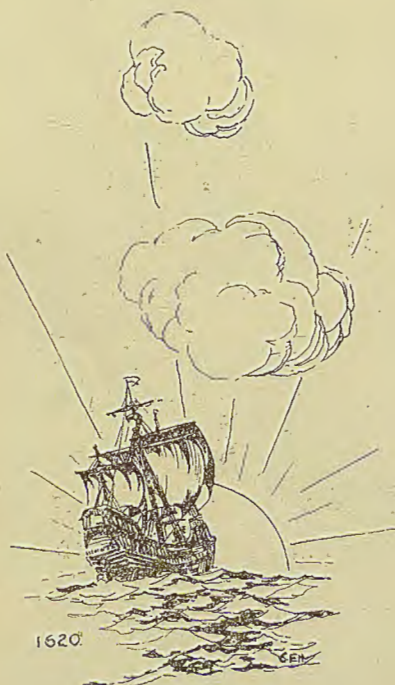
(By Permission of Hoyten & Cole,  
PLYMOUTH HOE.





# Cunard

Three hundred years ago the little *Mayflower* set sail from Plymouth's historic Barbican carrying a band of sturdy pilgrims who were to pave the way for the foundation of the great new nation which was to arise in the New World. The re-population of the North American Continent with white people proceeded slowly because of the difficulties and dangers of the Atlantic crossing. The development of America began in earnest with the advent of the steam ship. With its coming, the Cunard Line, now a household word throughout the world, was established. Eighty years ago on July 4th, "Independence Day," the first Cunarder crossed from England to America and the history of the Company has been synonymous with that of the steam ship. An enormous part has been played by the "All British Line" in furthering the development of the U. S. A. and Canada. The Company's trio of ocean leviathans now engaged in the Southampton—New York service includes the largest, fastest and most luxurious liners in the world. These vessels may claim a direct descent from the gallant little cockle-shell of the Seventeenth Century.



**LIVERPOOL - Cunard Building, Pier Head**

LONDON	...	51, Bishopsgate, E.C.2.
SOUTHAMPTON	...	29-31, Cockspur St., S.W.1.
BRISTOL	...	Maritime Chambers.
PLYMOUTH	...	...05, Baldwin Street.
	...	1, Millbay Road

OFFICES AND AGENCIES EVERYWHERE



## MOTHER PLYMOUTH.

**BUCKLAND ABBEY.** An ecclesiastical ruin near Yelverton on the Tavistock Branch of the Great Western Railway, and at one time the abode of Sir Francis Drake.

**BULL POINT.** A promontory on the river Tamar, facing the Lynher estuary, and used by the Government as a Munitions Depot. Reached by Tram to St. Budeaux. (Fare 4d.)

**BURRATOR RESERVOIR.** A natural lake with a substantial dam constructed to contain the water from Dartmoor. From this the Plymouth water supply is derived. Close to Dousland Station on the G.W.R. Branch line. (Fare 1s. 10½d.)

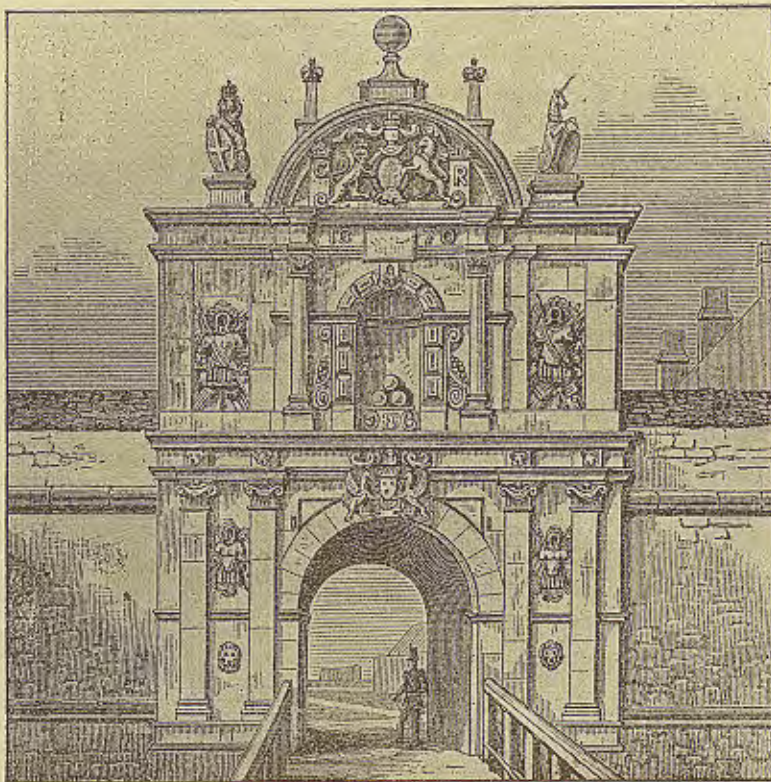
**CADOVER BRIDGE.** A romantic retreat on the fringe of Dartmoor. About a mile from Shaugh Bridge on the Great Western Railway. (Fare 1s. 3d.)

**CALLINGTON.** A small market town near Kit Hill, the highest peak in the district. Reached from Saltash by char-a-banc, or by rail from North Road (L. & S.W.R.) (Fare from Saltash 1s. 6d.—from North Road 2s. 4d.)

**CALSTOCK.** A delightful little town on the river Tamar and the centre of a large strawberry industry. Steamboats go there daily in the summer from North Corner and the Promenade Pier. (Fare 1s. 6d. return. Or by train from North Road 2s. 2d.)

**CATTEWATER.** The Eastern Harbour of Plymouth. It is surrounded by limestone quarries and has several commercial docks. Efforts are being made to make it a port of call for Atlantic Liners, but are not yet successful.

**CHEESEWRING.** A remarkable collection of overhanging rocks, situated about 3 miles from Liskeard on the Great Western Railway. (Fare to Liskeard 2s. 7½d.)



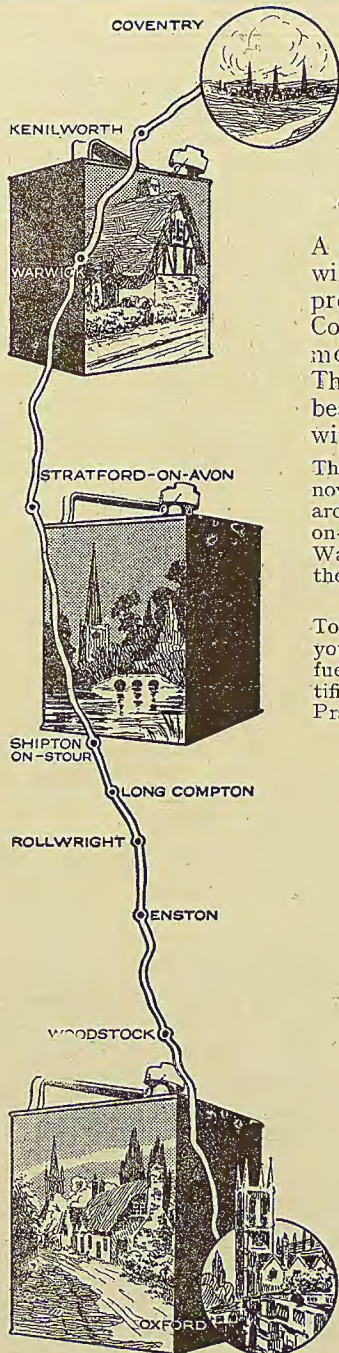
THE CITADEL GATE (from an Old Drawing),



## MOTHER PLYMOUTH.

- CITADEL (PLYMOUTH).** The most important and picturesque of all the town's fortresses. Is situated on the easternmost point of the Hoe and possesses a handsome and antiquated gateway. Now occupied by the Royal Garrison Artillery, but can be inspected by visitors on presentation of a permit from the Garrison Chief.
- CLOCK TOWER.** At the junction of George and Union Streets; near the Theatre Royal. Was presented in 1862 by the reigning Mayor, Mr. William Derry, and has since been popularly called "Derry's Clock."
- COLUMN (THE).** (Known otherwise as "Devonport Column.") Erected in 1824 at the top of Ker Street, Devonport, to commemorate the change of name from "Plymouth Dock." For a small fee visitors may ascend to the top of the tower and a delightful view of the entire district is then obtained.
- CORNWOOD.** A station and village on the Great Western Main Line to London. Used by visitors to the Awns and Dendles, Lee Moor, and the adjacent fishing and hunting resorts. (Fare 1s. 4d.)
- CREMYLL.** A small fishing village close to Mount Edgcumbe Park and the recognised landing place for Cawsand, Millbrook, and Maker. A steam ferry crosses from Admiral's Hard every hour. (Fare 2d.)
- CROWN HILL.** A military suburb of Plymouth containing barracks.
- DEVIL'S POINT.** (Properly "Duval's Point.") A peninsula on the Stonehouse side of Barn Pool, and named after Sir Charles Duval.
- DEVONPORT.** The Western section of Greater Plymouth. Was until very recently an independent borough, but in 1915 was amalgamated with Plymouth and Stonehouse to form one town.
- DEVONPORT PARK.** The principal recreation ground in Devonport. Contains some fine statues and fountains, and commands a splendid view of the Royal Dockyards and Hamoaze.
- DEWERSTONE (THE).** A large natural monolith, made famous by Carrington, the "Dartmoor poet." Now much frequented by excursionists. To reach take train from Millbay to Shaugh Bridge Halte. (Fare 1s. 3d.)
- DOCKYARD (DEVONPORT).** By far the most important object of interest in this section of the Borough. It was established in 1691 and has been maintained in a state of efficiency ever since. Visitors are allowed on certain days or upon application to the Admiral Superintendent who resides within.
- DOCKS (GREAT WESTERN).** These extensive basins are situated on the Western side of the Sound with entrances at West Hoe in Millbay Road. Many steamships call periodically including the London, Irish and Jersey packets. Steam tenders also proceed from here to the Transatlantic liners, which anchor in the Sound and take off or transfer passengers as required.
- DOUSLAND.** A village on the borders of Dartmoor, close to Sheepstor and the Burrator Reservoir. (Fare from Millbay 1s. 10½d.)
- DOWNDERRY.** A pretty seaside resort on the Western side of the Rame Head. The nearest station is St. Germans on the Cornish Branch of the Great Western Railway. (Fare 1s. 4½d.)
- DRAKE STATUE.** One of the most striking adornments of the Hoe. Was erected in 1884 by public subscription and stands on the site of the green where the gallant Admiral played his famous game of bowls.
- DRAKE RESERVOIR.** Situated in Tavistock Road and is of great value to the town in time of drought. The Fountains are always much admired.
- DRAKE'S ISLAND.** The most prominent object in Plymouth Sound. At one time a public resort, but now used as a Government fortress to defend the Harbour.
- EDDYSTONE.** This famous reef is about 14 miles from Plymouth Hoe. There have been three lighthouses built upon it, the present one having been opened in 1882 by his late Royal Highness the Duke of Edinburgh. Its predecessor now stands upon the Hoe. (See *SMEATON TOWER*). Steamers make frequent trips to the Eddystone in summer. (Fare 4s. 6d. from Promenade Pier).





## PRATT'S TOURS

### Through the Shakespeare Country.

A run through the "Shakespeare Country" will not fail to interest motorists during the present month. All the way from Oxford to Coventry the route lies through one of the most picturesque parts of the country. Through ancient towns with gabled oak-beamed houses and quaint villages, linked with history and romance.

There is Oxford, the seat of an ancient University, renowned also for its beautiful grouping of spires, noble architecture, its colleges, halls and chapels. Stratford-on-Avon, the very heart of Shakespearean associations. Warwick, with its famous castle described as "one of the most princely seats within these midland parts."

### SERVICE AND ECONOMY.

To ensure a consistently high standard of service from your engine, and the most economical consumption of fuel, you must use the right spirit—the motor fuel scientifically refined and perfected for its particular purpose—Pratt's "Perfection" Spirit for every Motor Tour.



BY APPOINTMENT.

## PRATT'S PERFECTION SPIRIT

In the Green Can Available Everywhere.

ANGLO-AMERICAN OIL Co., Ltd., 36 Queen Anne's Gate, London, S.W.1.



---

## MOTHER PLYMOUTH.

---

- EGG BUCKLAND.** A small village about a mile from the Compton Tram Terminus. Has a fine old church and peal of bells.
- ENDSLEIGH.** Seat of the Duke of Bedford near Tavistock. Reached by G.W.R. and L. & S.W.R. from Millbay and Friary. (Fare 2s. 4d.)
- ERMINGTON.** About 2 miles from Ivybridge on the Great Western main line. Has an ancient church with a curious twisted spire. (Fare to Ivybridge 1s. 8d.)
- FREEDOM PARK.** A superior recreation ground near Lipson and the site of an ancient battle, in memory of which a monument is erected therein.
- FREE LIBRARY.** Situated in Tavistock Road. Has an extensive Museum attached. Mr. Andrew Carnegie contributed £15,000 to the Maintenance Fund.
- FRIARY.** Site of a Carmelite monastery, but now the Plymouth terminus of the London & South Western Railway. Entrance is in Beaumont Road.
- GUN WHARF.** An old-established section of the Royal Dockyard. Entrance at end of Queen Street, Devonport. Now used as Armoury Stores.
- GUILDHALL.** A handsome building erected in 1874 and opened by his Royal Highness the Prince of Wales. Opposite are the Municipal Offices, the whole forming an extensive and picturesque group. Especially noticeable are the excellent carvings that embellish the northern facade and the pictures and windows of the interior. The Hall is much used for balls, concerts, and political meetings, and possesses a magnificent organ, the cost of which (£2,000) was raised by public subscription.
- HALFPENNY GATE.** The popular name for the toll-gate on Stonehouse Bridge, which was established in 1773. The toll is the subject of much controversy and many ineffectual attempts have been made to remove it.
- HAM HOUSE.** An ancient mansion near St. Budeaux with beautiful grounds. The residence of J. Henn-Gennys, Esq.
- HAMOAZE.** Name of the Government Harbour at Devonport. Adjoins the Royal Dockyards and is often crowded with warships and other big craft. On the opposite side of the Hamoaze lies Torpoint.
- HOE (THE).** Plymouth's "lion" attraction. Occupies a commanding position near the Sound and is a much-used and highly-fashionable promenade. Many objects of interest exist in this locality and are referred to under their separate heads.
- HOOE.** A fishing hamlet on the road between Oreston and Turnchapel. Frequented by picnic and boating parties and reached by the Oreston ferry from Phoenix Wharf. (Fare 2d.)
- HORRABRIDGE.** A Dartmoor holiday resort on the main road to Tavistock. (Fare from Millbay 1s. 10d.)
- HOSPITALS.** The three chief hospitals in Plymouth are the South Devon and East Cornwall (Greenbank Road), Homoeopathic (Lockyer Street), and Royal Albert Hospital (Devonport). All are sustained by voluntary contributions. The first-named (known as the "General Hospital") is the largest and most popular, its original cost being £25,000.
- INCE CASTLE.** An ancient rectangular mansion, with four massive towers. Said to have been the abode of the notorious John Killigrew and his four wives. Situated on the river Lynher near Saltash.
- IVYBRIDGE.** A romantic moorland village on the Great Western main line. (Fare 1s. 8d.) Much frequented by excursionists.
- JUBILEE MEMORIAL.** This is a handsome building in Tavistock Road, directly opposite the Free Library. It cost £5,500 and is in the form of a combined Art, Science, and Technical School. Erected to commemorate the 50th year of Queen Victoria's reign.





**P**lymouth takes pride of place in welcoming our Cousins from across the Pond, and more than ever will our old historic Port cement the bond of friendship between the Mother country and the Great American Continent.

To all the visitors

**POPHAMS EXTEND THE  
HEARTIEST WELCOME**  
and desire that they should avail themselves to the full of the services offered in  
**THE SHOPPING RENDEZVOUS  
OF THE WEST.**

If confidence in the goods displayed encourage a purchase the compliment will be esteemed, but best of all POPHAMS desire that they should carry to their far distant homes abiding memories of an old and worthy Plymouth House of Business.

Bedford St. Plymouth England.

# POPHAMS



£



---

## MOTHER PLYMOUTH.

---

- JENNYCLIFFE BAY.** The Eastern portion of Plymouth Sound. Frequented by bathing and picnic parties. To reach take the Oreston ferry at Phoenix Wharf. (Fare 2d.)
- KINGSAND.** A quiet seaside resort in Cawsand Bay. The village of Cawsand adjoins. Both are reached by steamer from Promenade Pier or wagonette from Cremyll. (Fare 1s.)
- KIT HILL.** A famous eminence about 12 miles from Plymouth and close to Callington on the L. & S.W. Junction Railway. Said to be the second highest hill in Cornwall. (Fare to Callington 2s. 4d.)
- KITLEY.** A small river that joins the Yealm at Newton Ferrers. Famous for boating excursions. (*See RIVER YEALM*).
- LAIRA.** The eastern suburb of Plymouth and adjoining which is the Embankment, an artificial breakwater that converts the Plym estuary into a spacious lake. A 'bus from St. Andrews Cross runs to Laira and back every hour. (Fare 3d.)
- LAIRA BRIDGE.** Crosses the above-mentioned estuary near Saltram Park and is the highway to Plymstock, Newton Ferrers, and Yealmpton. A toll of one halfpenny is demanded from each passenger.
- LISKEARD.** An important market town in Cornwall, about 17 miles from Millbay. (Fare 2s. 7½d.)
- LOOE.** A picturesque sea-coast town. Reached by Steamboat or by G.W. Railway, via Liskeard. (Fare 3s. 10d.)
- MAKER.** The wooded height on the right of Plymouth Sound as seen from the Hoe. Has a church and immediately adjoins Mount Edgumbe.
- MARINE BARRACKS.** In Durnford Street, Stonehouse, and close to Admiral's Hard. A fine Band is stationed here which plays at the Guildhall, the Pier, and elsewhere.
- MARISTOWE.** The fine seat of Sir Henry Lopes, M.P., about 7 miles from Plymouth on the Tavistock main road. Reached also by steamboat when advertised.
- MARSH MILLS.** A small station on the Tavistock branch of the Great Western Railway, and the entrance to Bickleigh Vale. (Fare 7d.)
- MAYFLOWER STONE.** Situated on the Barbican and marks the exact spot from whence the Pilgrim Fathers sailed in 1620. A descriptive tablet has been erected close by.
- MEAVY.** A small village and river on the fringe of Dartmoor near Yelverton, and an ideal health resort.
- MEWSTONE.** A large rock off Bovisand much frequented by the seaweed—hence its name.
- MILLBAY.** The main terminus of the Great Western Railway at Plymouth. A park adjoins where a war-tank has lately been installed.
- MILLBROOK.** A village at the head of Millbrook Lake, off the Hamoaze, and the rendezvous for excursionists to Whitsand Bay. Reached by steamer from Cremyll or Mutton Cove. (Fare 3d.)
- MILITARY HOSPITAL (ROYAL).** Opposite Stoke Church, Devonport. Was built in 1797 and is the most important establishment of its kind in the district.
- MODBURY.** A market town in the South Hams district, about 16 miles from Plymouth. A Motor Bus runs from Yealmpton Station, the latter being reached by G.W.R. rail motor from Millbay. (Fare to Yealmpton 1s. 2d., and to Modbury from Yealmpton 1s. 6d.)
- MORWELHAM.** A Tamarside hamlet with tea and fruit gardens. Steamers frequently call.
- MORWELL ROCKS.** Near the Weir Head on the Tamar, and the finest part of the scenery of that river. Adjoins Morwelham.
- MORICE TOWN.** A populous part of Devonport, founded by the ancient Morice family. Now a dockyard colony.
- MOUNT EDGUMBE.** Residence of the Edgumbe family. Abuts on the Hamoaze at Barn Pool and is readily distinguished from the Hoe. Has a beautiful Park, which is open to visitors on Wednesdays, and where many public fetes are held. Reached by ferry from Admiral's Hard. (Fare 2d.)





*Replete with every comfort*  
*for Tourists and Visitors*

H. MATTHEWS  
AND SONS, LIMITED

*RESTAURANT and*  
*CONFECTIONERY*  
*ESTABLISHMENTS*

11 and 12 BEDFORD STREET,

CLOSE TO THE GUILDHALL,

:: PLYMOUTH. ::



DINING ROOMS

and TEA ROOMS

CHOICE  
WINES

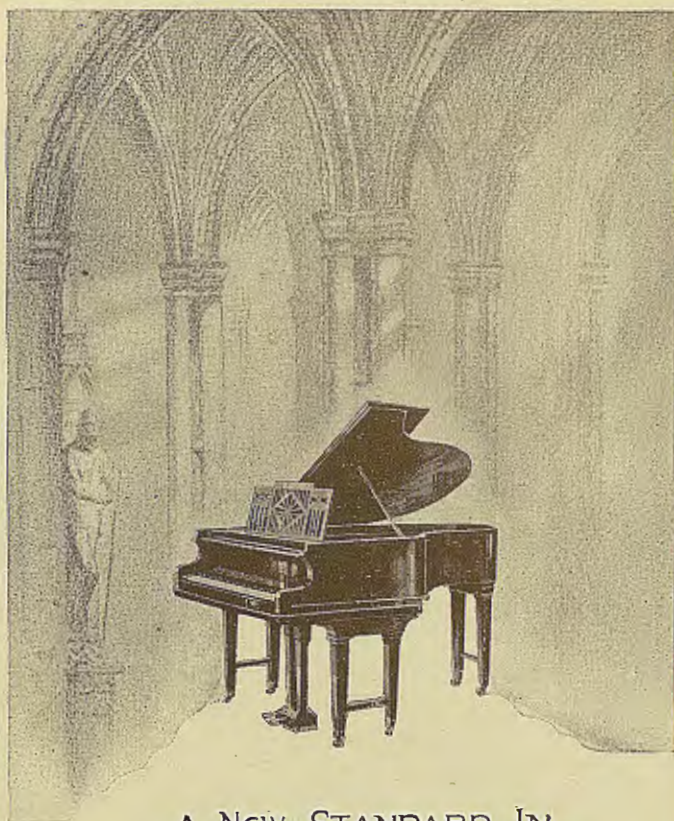




## MOTHER PLYMOUTH.

- MOUNT WISE.** Headquarters of the Naval and Military Staffs at Devonport. Has cricket and recreation ground, and forts overlooking the Hamoaze. Trams pass the entrance.
- MUTTON COVE.** A landing-place for steamers at the end of James Street, Devonport. Opposite it are Cremyll and the "Impregnable" Training Ship. Steamboats leave here for Millbrook according to tide. (Fare 3d.)
- NAVAL BARRACKS (ROYAL).** Situated at Keyham. The training place for naval stokers, and depot of H.M.S. "Vivid."
- NAVAL HOSPITAL (ROYAL).** A splendidly-equipped Government institution at Stonehouse, facing the Creek and occupying about 24 acres of ground. The building accommodates 1,200 patients and staff officers, and was in great requisition during the war.
- NEWPASSAGE.** The landing-place for Cornish vehicular traffic. On the Devonport side of Hamoaze, opposite Torpoint, and connected therewith by a steam ferry which runs every half-hour. (See *TORPOINT*).
- NEWTON FERRERS.** A charming village on the river Yealm. Opposite is the twin village of Noss Mayo. Both are favourite haunts of picnickers and are reached by steamboat from Promenade Pier (Fare 1s. 6d.)
- NORTH CORNER.** An important landing-place for Saltash, Millbrook, and Torpoint ferry steamers. Bottom of Cornwall Street, Devonport, near Dockyard.
- ORESTON.** A village on the Cattewater and landing-place for Radford Woods. From Phoenix Wharf. (Fare 2d.)
- PENLEE.** A prominent point and Coastguard Station at the extreme Western end of Plymouth Sound. Reached via Cremyll Ferry and Cawsand.
- PENTILLIE.** Seat of the Coryton family. Fine old castle and gardens abutting on the Tamar. Steamers occasionally call.
- PHOENIX WHARF.** Corporation Landing Stage for Oreston and Turn-chapel steamers. Situated at extreme end of Barbican.
- PICKLECOMBE FORT.** One of the harbour defences near Cremyll. The rocks below it are frequented by excursionists and winkle-gatherers at low tide.
- PLYM BRIDGE.** A pretty spot in the heart of Bickleigh Vale with a platform where G.W.R. motors call daily. (Fare 9½d. from North Road.)
- PLYMPTON.** An ancient town about 4 miles from Plymouth on the Great Western main line. Has a ruined castle and many other picturesque attractions. (Fare from Millbay 6d.)
- PLYMSTOCK.** A tiny village and parish near Oreston and reached by the Oreston ferry steamer from Phoenix Wharf.
- PORT ELIOT.** Seat of the Earl of St. Germans. Situated at St. Germans and reached by train from Millbay. (Fare 1s. 4½d.)
- PRINCETOWN.** The Dartmoor Prison community. In the middle of Dartmoor and reached by the Great Western Railway via Yelverton. (Fare 3s. 1½d.)
- PROMENADE PIER.** A spacious structure beneath the Hoe. Erected in 1884 at a cost of £40,000. Band concerts and other entertainments are held daily (Sundays included). Steamers leave here for Cawsand, Saltash, St. Germans, River Tamar, Eddystone, and River Yealm.
- RADFORD WOODS.** A famous picnicking spot. Between Hoe and Oreston, and reached by Oreston ferry from Phoenix Wharf.
- RAGLAN BARRACKS.** The most extensive military quarters within the Plymouth Garrison. Occupies about 11 acres and accommodates 2 full line regiments. Situated on the main road to Devonport from Stonehouse and are passed frequently by tram.
- RAILWAYS.** Two large railway systems serve the Western Metropolis, to wit, the Great Western, with stations at Mutley, North Road, Devonport and Millbay; and the London & South Western, whose stations are at Friary, Devonport, and Ford, with joint connections at Mutley and North Road. The Devonport G.W.R. station leads into Cornwall.





A NEW STANDARD IN  
PIANOFORTE CONSTRUCTION

The new Chappell Grand combines the qualities of tonal purity, equality of scaling, extreme delicacy of touch, and exceptional volume, and is the chosen instrument of the World's Greatest Artistes.

CHAPPELL

SOLE AGENTS—

PARKER & SMITH,

3 BEDFORD STREET,

PLYMOUTH.



## MOTHER PLYMOUTH

- RAME.** Small village on the Eastern side of Whitsand Bay and close to the Rame Head.
- REVELSTOKE.** A rural hamlet and church near Newton and Noss, and commanding a splendid view of Bigbury Bay.
- ROBOROUGH.** A village five miles from Plymouth on the main Tavistock road. A motor-bus runs here from Plymouth Market every 4 hours. (Fare 1s.)
- SAILORS' REST.** Fore Street, Devonport. Originated by the late Dame Agnes Weston, O.B.E., as a temperance hotel for seamen. Has lately been much enlarged and improved and is being sustained by Dame Weston's successor, Miss D. Wintz.
- ST. ANDREW'S CHURCH.** The oldest Protestant establishment in Plymouth. Erected in 1460 and is situated at the junction of Bedford and Old Town Streets. The tower has a clock which chimes every 4 hours. In front are ornamental gardens and a handsome newly-erected Cross. The present vicar is the Rev. H. H. Matthew, M.A.
- ST. BUDEAUX.** A residential suburb near Saltash. Reached by train from Millbay and Friary and No. 7 tram from Guildhall. (Fare 4d.)
- ST. GERMANS.** On the Cornish branch of the Great Western Railway. A quaint rural village, with ancient church, and the seat of the Earl of St. Germans at Port Eliot. (Fare 1s. 4½d.)
- ST. JOHNS.** A tiny village near Millbrook and midway between the latter place and Torpoint.
- SALTASH.** A thriving town on the Cornish side of the Tamar. Noted for strawberries and picklecocks. Has numerous tea gardens. Reached by steamer from Promenade Pier (Fare 6d.), from North Corner (3d.), or by rail motor from Millbay (Fare 6d.)
- SALTASH PASSAGE.** Opposite Saltash and 4 miles from Plymouth or 1 from St. Budeaux. Trams run to the latter place and a ferry crosses to the Cornish side every half-hour. (Fare 1d.)
- SALTRAM.** Seat of the Earl of Morley. About a mile from Plymouth via Laira Bridge. Grounds are open to the public on Wednesdays and Saturdays during the summer months.
- SHAUGH.** A typical Dartmoor hamlet, about 8 miles from Plymouth, and adjoining the famous Dewerstone Valley. Reached by G.W.R. Rail motor to Shaugh Bridge. (Fare 1s. 3d.)
- SHAUGH BRIDGE.** Famous picnicking rendezvous. Close to Dewerstone and Bickleigh Vale. (See *SHAUGH*).
- SHEEPSTOR.** A celebrated village and tor about a mile from the Burrator Reservoir. Reached from Dousland. (Fare 1s. 10½d. from Millbay.)
- SMEATON TOWER.** Erected on the Hoe as a landmark, but was formerly the Eddystone Lighthouse. The building was removed and placed in its present position in 1884. Visitors can ascend to the top from whence a delightful view of Plymouth and its environs is obtained. Admission 1d.
- SOUND (THE).** The large Bay in front of Plymouth Hoe, extending to the Breakwater and from Bovisand to Mount Edgcumbe Park (about 3 miles). In the winter many ships anchor therein, and in the summer the bay is largely used for boating.
- STADDON HEIGHTS.** The eminences commanding the Eastern side of Plymouth Sound. Several forts exist in the neighbourhood, and the ground is frequently used for artillery practice.
- STONEHOUSE.** An ancient township, now amalgamated with Plymouth and Devonport and situated midway between them.
- SUTTON HARBOUR.** (Also called "SUTTON POOL".) The oldest portion of the Plymouth waterway and a great fishing centre. The surrounding places are the Barbican, North Quay, and Coxside.
- TAMAR (RIVER).** The principal river of the West. Divides Devon from Cornwall. Rises in the Cornish hills and empties into Plymouth Sound. Frequent steamboat excursions daily.
- TAVISTOCK.** The Dartmoor "capital," and birthplace of Sir Francis Drake. About 14 miles from Plymouth and served by both railway systems. (Fare from Millbay or Friary 2s. 4d.)





The  
MAGIC  
of  
PEARS

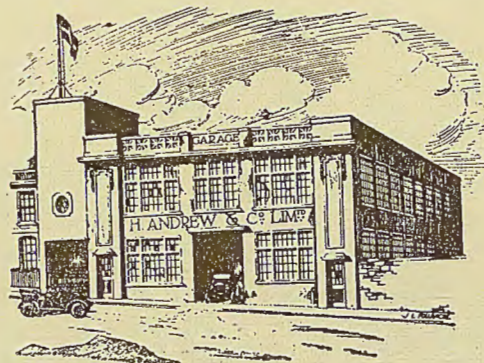
lies in its own transparent  
purity • THAT is  
why it is matchless  
for the complexion

*Pears*



*Beautiful  
Complexion*





# H. ANDREW COMPANY

LTD.

Automobiles,  
**PLYMOUTH.**

---

GENERAL OFFICES WORKS & HIRE DEPT.:  
**10 ATHENÆUM PLACE**

FORD SERVICE DEPOT:  
**BATTERY STREET**

SHOWROOMS,  
**8 BEDFORD STREET**

COMMERCIAL GARAGE:  
**MILL LANE**

Telegrams:  
"Automobile."

Telephone 488.  
Private Branch Exchange.



## MOTHER PLYMOUTH.

**TAVY (RIVER).** A tributary of the Tamar which flows through Tavistock, after which the town is named.

**THEATRE ROYAL.** In George Street. Considered the handsomest building in Plymouth. Adjoins the Royal Hotel. Owned by the Plymouth Corporation, but leased and managed by Mr. J. M. Glover. Open all the year round. Also an important tram centre.

**TORPOINT.** The first town in Cornwall. Directly opposite Newpassage and the Royal Dockyards. A steam ferry crosses every half-hour for the conveyance of both passengers and wheel traffic, and a steam launch for passengers only runs intermediately. (Passenger fare 1d.)

**TREGANTLE FORT.** One of the defences of Whitsand Bay, and about 3 miles from Torpoint via Antony.

**TREMATON CASTLE.** An ancient residence on the Cornish side of the Tamar near Saltash. Belongs to the Duchy of Cornwall. Open to visitors on Wednesdays.





## MOTHER PLYMOUTH.

**TURNCHAPEL.** A village on the Cattewater near Oreston and reached by ferry from Phoenix Wharf. (Fare 2d.)

**VICTORIA PARK.** A public recreation ground at Millbridge. Meetings are sometimes held and bands perform here in the summer.

**VICTUALLING YARD (ROYAL WILLIAM).** A magnificent pile of buildings erected by the Government near Admiral's Hard and facing Mount Wise for the purpose of provisioning ships of war. A large statue of King William IV. is discernable at the entrance.

**WEIR HEAD.** The highest navigable point of the Tamar and a favourite resort of excursionists. About 2 miles from Calstock and 1 from Gunnislake. Visited by steamboats almost daily.

**WEMBURY BEACH.** An open strand on the eastern side of the Breakwater, near Bovisand, and much used by bathers.

**WEST HOE PIER.** A popular landing-place under the Hoe and headquarters of several boating clubs. Rowing skiffs may be hired here at 6d. per hour.

**WHITCHURCH.** A suburb of Tavistock. Has a fine golf course and is a favourite starting-point for moorland excursions.

**WHITSAND BAY.** Popular bathing resort. About a mile from Millbrook, which is reached by steamer from Mutton Cove. (Fare 3d.)

**YANNADON DOWN.** A breezy moorland common near Sheepstor and the Burrator Reservoir.

**YEALM (RIVER).** A short, but picturesque waterway on the Eastern side of the Breakwater, and bounded by Newton and Noss. Steamers run daily from Promenade Pier. (Fare 1s.)

**YEALMPTON.** A small market-town at the source of the river Yealm. Has tea and fruit gardens, and is reached by rail motor from Millbay. (Fare 1s. 2d.)

**YEALM BRIDGE.** A picnicking rendezvous about 1 mile from Yealmpton on the Modbury Road. Modbury 'bus frequently passes.

**YELVERTON.** The nearest moorland community and an unrivalled health resort. Has one or two fine hotels and nursing establishments and a spacious golf course. Reached by Great Western train from Millbay. (Fare 1s. 7d.)

**OUR  
SPECIALITY  
65/- WATCH**

This Watch is fitted  
in an English Silver  
—Dennison Case.—

Every Watch guar-  
ranted Five Years.

*Watches, Clocks, and  
Souvenir Jewellery,  
of every . . . .  
description.*



**RUDD & Co.,**

*The Noted  
Ring House*



*The  
Finest Selec-  
tion of Diamond  
Rings in the West.*



SATISFACTION  
OUR CONSTANT AIM.



**FIVE-STONE DIAMOND RINGS FROM 5s.**

Note the  
Address

**60 Marlborough St., Devonport**



# CANADIAN PACIFIC

## THE WORLD'S GREATEST HIGHWAY

---

Operating over 19,400 miles of railway, the Canadian Pacific has the most complete and far-reaching service, not only in Canada itself, but also for the United States of America and Alaska.

Money Orders issued & Parcels forwarded by Dominion Express to Canada and U.S.A.

Through Tickets at Lowest Rates to all points in Canada, United States, Alaska, Japan, Manila, China, New Zealand, Australia, and Round the World. Fast Freight Services from Europe to the rich markets of the New World.—Ship your goods via C.P.R. Apply—

## CANADIAN PACIFIC RAILWAY

18 St. Augustine's Parade, BRISTOL.

62-65 Charing Cross, LONDON, S.W.1.

Or Local Agents Everywhere.

## ATTENBOROUGH

---

*For GIFTS of . . .*

*DISTINCTION & CHARM*

---

GOLD, SILVER, DIAMONDS and ANTIQUES.

---

107 Old Town Street, Plymouth.



PERFECTLY FRESH STOCK OF GIFTS.  
CHOICEST SELECTION. LOWEST PRICES.  
INSPECTION INVITED.

# WIDGER'S NEW GALLERIES

16 Tavistock Road, PLYMOUTH.

NEAR MUSEUM AND LIBRARY.



*A View Showing Section of Ground Floor.*

**Special Features.**

*Art Pottery. Choice Metal Articles.  
Fancy Leather Goods. Beautiful Pictures.*

**Presentation Gifts a Speciality.**



WHITFIELD & NEWMAN, Ltd., Printers  
16 St. Aubyn Street, Devonport.







