

A FEW PICTURES FROM EXTON



Harry Stokes and John Glanvill putting the ‘world to rights’ at the Exton Centenary fete to celebrate 100 years of the Parish Council in 1994

Roger Stokes

2023

This booklet is part of a major collection of historical pictures of Woodbury Parish. It is not an exhaustive list, as many things have never been photographed.

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Other booklets or files contain more pictures, so if what you are looking for is not here, please look in the other booklets or files, as you may find it there.

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Some pictures may appear more than once on the website, as they might fall into several different categories.

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At the moment we are trying to get them all categorised, which is a major task, but we are gaining!

Website: *www.woodburyhistorysociety.co.uk*



The new Ebford by pass 1914

EBFORD BY-PASS.

Mr. P. F. Rowsell Names Road After Himself.

That since 1914 £63,721 have been spent in widening and reconstructing the main road between Exeter and Exmouth was one of the striking statements made by Mr. P. F. Rowsell, of Linnouth, when opening the new bypass road which commences at the north side of the junction with Old Bams-lane, and takes practically a straight course to reach the main road at Ebford. The new road is about 450 yards long, and has a carriage way of 30ft. with verges of 7ft. 6in. on either side, one of which has been made into a paved foot-path. The upper part of the road is in a cutting, and the lower part formed on an embankment, enabling a maximum gradient of one in eight on the old road to be reduced to one in one in 14.

In spite of rough weather a large crowd gathered for the opening, those present including Mr. and Mrs. P. F. Rowsell, Col. S. Stallard (Chief Engineer to the Ministry of Transport, South-Western Division), Messrs. W. B. Poulton (Chairman of the County Council Bridges and Main Roads Committee), Andrew Warren (County Surveyor), J. S. Skillman (Deputy County Surveyor), A. W. Grace (Assistant County Surveyor), Wallace Barlow (Chairman of Exmouth Urban Council), S. Hutton (Surveyor), E. T. Linscott (Chairman of Lymington Parish Council), the Rev. Dr. J. L. Fulford (Chairman of Woodbury Parish Council), Mr. A. Stevens (Clerk of Works), and Mr. E. Pector (Area Secretary, Automobile Association).

Mr. Coulton, asking Mr. Rowsell to cut the ribbon and declare the road open, said he was going to ask the opener to name the road "The Rowsell By-Pass" because he was certain that it would never have been constructed had it not been for Mr. Rowsell.

Mr. Rowsell said that he was quite sure the new road would be of great value to the public travelling between Exeter and Exmouth. He apologised for the absence of Sir Henry Lopes, who was laid up with jaundice, of Sir Ian Amery, whom they had left at the County Council meeting, and of Major G. S. S. Strodle (Chairman of the County Roads Reconstruction Committee), who was indisposed. In a tribute to Col. Stallard, Mr. Rowsell said he hardly knew how this part of the country would get along without him. He was always helpful, and when a suggestion was made, if there was anything in it, it was always taken up. He was not like some Government officials who said a thing could not be done, and they were not going to do it. A great deal of money had been spent on the main road from Exeter to Exmouth. Since 1914 no less than £23,393 had been spent on it, this sum including the work carried out in the Exmouth Urban district, the Ebford by-pass, and the estimated cost of the works now in hand at Nutwell, Gulliford, and Lynneson. They had often been told that the County Council was an extravagant body, but although they estimated the cost of the by-pass at £11,500, the actual cost had only been £616,950. Towards this a grant of 75 per cent. was obtained from the Ministry of Transport on condition that they employed 50 per cent. of labour from distressed areas. This had been done, and he had not heard a single word against the men brought into the district in the war. The job was commenced in November of last year, and now that it had been completed he was sure it would be appreciated by the citizens of Exeter and Exmouth, and the visitors who came from all parts of the

country. The by-pass was absolutely necessary. Ebford-hill had three nasty turnings in it which they agreed ought to be widened somehow. But they could not see how, and the only alternative was to construct a new road. Mr. Rowsell added that he hoped motorists would appreciate the change in the gradient of the hill, and while agreeing that there never was a time when drivers should be so careful as to-day, expressed the hope that they would not suffer under the new Act. In conclusion Mr. Rowsell thanked the County Surveyor, Col. Stallard, Mr. Skillman, Mr. Stevens, and Mr. Grace for their work in connexion with the road. He named the road the Rowsell by-pass and declared it open to the public for evermore.

Mr. Rowsell was thanked on the motion of Mr. Coulton.

Subsequently the company took tea at the Regent Hotel, Exeter, at the invitation of Mr. and Mrs. Rowsell. Those present included Mr. Brian S. Miller (Clerk to the County Council) and Mr. C. T. Chevallier (Clerk to the Bridges and Main Roads Committee).

THE GREATEST SCOURGE.

The first special hospital in London for cancer—The Cancer Hospital (Free), Fulham-road, S.W.3, is making its annual appeal. This institution is engaged in treating patients by the latest approved methods and carrying on at the same time an unremitting research into the causes and possible cure of cancer. The hospital is staffed by eminent surgeons, physicians, pathologists and researchers, and no expense is spared in providing the most up-to-date appliances. There can be no question, therefore, that every penny given to the Cancer Hospital (Free) is a contribution to the alleviation of suffering and to much needed and very necessary research work. Poor patients are admitted free without letters or payment and a number of beds are provided for advanced cases who may remain for life.

The Cancer Hospital (Free), Fulham-road, London, must raise £250,000 immediately to pay for an entirely new radiological block and other much needed extensions which will add 50 beds to the hospital. When completed the Cancer Hospital (Free) will be the largest hospital in the country if not in the world. Please send cheques, crossed Post Office, to the Secretary at the Hospital.

It is announced by the Canadian National Railway that during the winter months the northern terminus of the Hudson Bay Railway will be Hetcher at Mile 413, one hundred miles south of Churchill.

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PYJAMAS
MAKE GOOD
CHRISTMAS
GIFTS.
BUY YOURS FROM
J. & G. ROSS
EXETER.**



Exton 1914



Exton Bridge 1914



Bill Alford cutting corn c1940



Children celebrating at the 1935 Jubilee of the King and Queen



Children celebrating at the 1935 Jubilee of the King and Queen



Exton Church pre 1960



Exton Church following the 1960 flood, which destroyed it



The flood waters were vast, and the Church was only built of cob



A new Church was built in 1963

THE NEW EXTON CHURCH OPENED

ONLY two days short of the third anniversary of the destruction by floods of the thatched church of Exton, near Exmouth, the Bishop of Crediton (the Rt. Rev. W. A. E. Westall) on Saturday dedicated the new church which has arisen just a few yards from the site of its predecessor.

It was also the first anniversary, within a day, of the laying of the new church's foundation stone by Mr. G. N. M. Fane Trefusis.

Brick built, the new church can seat 95 worshippers in its simple, yet apparently spacious interior—double that of the thatched church, a former barn which was converted and given to the village by Lady Rolle, an ancestor of Mr. Fane Trefusis, in 1864.

FLOODS IN 1960

It stands in what were the gardens of some cottages, also demolished in the floods of September 30, 1960. The extra land has been given by the Clinton Devon Estates, and allows for an ample car park.

The building, designed by Mr. John Challice and built by a local firm, Messrs. N. Pratt and Sons, Ltd., of Clyst St. Mary, is a daughter church of Woodbury Parish Church, the Vicar of which, the Rev. A. E. Osmond, conducted the dedication service.

Only the oak altar and a pair of gilt candlesticks were salvaged from the old church and have been restored to the new.

The church cost about £9,000 to erect, and gifts have come from churches and individuals all over the country to augment the considerable sum raised within the parish and grants from the Flood Relief Fund and Northcott Trust.

The churchwardens, Messrs. W. J. Reeves and W. H. Summerfield, carried their new oak wardens' staves, a gift to the parish church by the widow and family of Mr. Harry Stokes, who died earlier this year after 17 years as churchwarden. It was the first time the staves had been used since their dedication.



An adjacent cottage was also badly damaged



An adjacent cottage was also badly damaged



Exton Farm during the 1935 Jubilee celebrations



Exton Farm 1994



Exton general view



Exton Hall and Church 1994



Exton main village 1994



Exton new houses 1994



Exton Church and cottages before the disaster in 1960



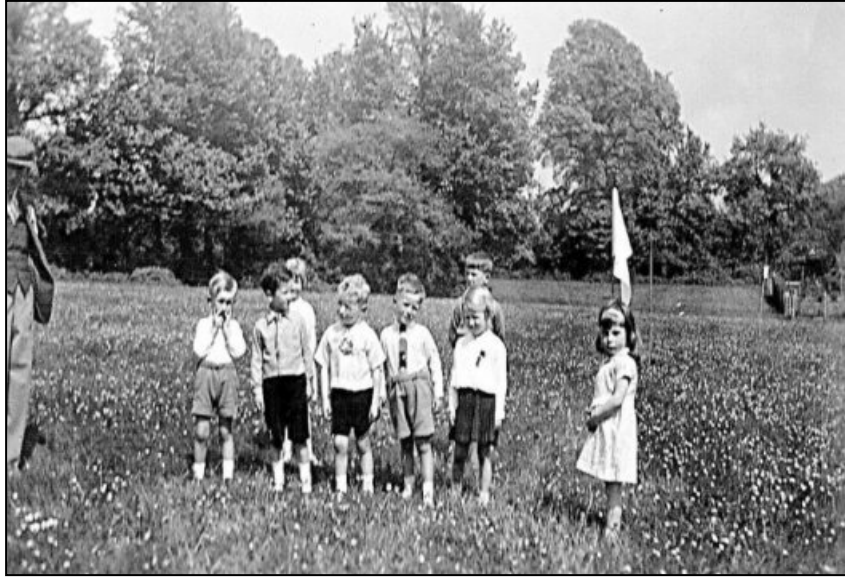
Exton at harvesting time c.1945



Exton School c.1920



Exton Sheep grazing on the foreshore of the River Exe c.1930



Exton sports day c.1935



Exton sports day c.1935



Exton waterfront where sheep used to graze c.1960



Exton Bill Pratt with his father at the nurseries c.1945