Industrial Archaeology Notes, 1976

Compiled by Catherine M. Wilson

Although Industrial Archaeology is one of the Society's main areas of activity, very little industrial archaeology material has been published in the last two issues of the journal. This does not mean that no work has been done in this field, but rather that the county's industrial archaeologists have been so busy recording threatened buildings that they have had no time for background research and writing-up. It was, therefore, decided to adopt a policy of publishing short notes similar to those on archaeology so that at least brief details of work which has been done, with photographs or plans, could appear in print. In some cases full articles may follow in future issues and in almost all cases further work remains to be done but it is hoped that this method of publication will serve to place on record buildings and structures of industrial archaeological interest which in many instances have already disappeared and to stimulate more interest in this particular aspect of the region's history.

Most of the recording work was carried out by a small, dedicated group of members, usually on cold, wet winter Sundays. Where individual members have contributed notes or final drawings these are individually acknowledged but a general word of thanks should go to all those who participated.

In all cases original records are housed at the Museum of Lincolnshire Life and are available for consultation by arrangement.

The Industrial Archaeology Sub-Committee would like to express its sincere thanks to all those owners of buildings whose willing co-operation has made these surveys possible.

ALGARKIRK  Woad Mill  
(Grid reference TF 297841)  
H. O. Clark and R. Wailes in their article "The Preparation of Woad in England" described the machinery for crushing woad which at that date (1956) still survived in the woad mill at Algarkirk. Further reference was made to the building, and a sketch plan given in N. T. Wills' booklet "Woad in the Fens". Neither of these sources however, contained an accurate plan of the buildings and as this structure is believed to be the last surviving woad mill in England, it was felt that as full a record as possible should be made. It is also one of the best documented woad mills as the papers of the Nussey family who owned the mill when it was still in production are in the Lincolnshire Archives Office. At the time the buildings were in no apparent danger, but since the survey was undertaken we understand that the best of the surviving couch houses has been destroyed by fire.

B. Brooke contributes the following note:

The main structure of the building remains in good order, the walls being of robust brick construction, the main timbers of generous proportions, and the roof of large slates. The survey included recording the main internal and external dimensions of the couch house, chicory kilns, roller house, baling house and engine house (see Fig. 1). In the roller house some machine components remain, notably the centre bearing and its support castings; these were recorded separately. From the information gained from these, and the details given by R. Wailes, it was possible to determine...
the general position of the rollers and their drive mechanism. The engine house still contains the remains of the original steam engine bed, and the large flywheel has defied efforts of numerous scrap foragers, which have reduced the other ironwork to a minimum. During recent years the upper floors have been used for battery hen production, and the lower floor for the bulk storage of grain. Separated from the main building is another coach house, in very poor repair, but having some of the original wood lining still attached to the walls, the roof it was noted was covered by a form of wooden tile. In proximity to the whole structure a row of modernised workers houses still survives.


BARTON-UPON-HUMBER Clapson’s boatyard
(Grid reference TA 028233)
A photographic record was made of this long established boat yard, which ceased operations in January 1975. Attention was concentrated on the blacksmith’s shop which was complete in every detail. The tools from this shop are now in the Hull Maritime Museum. The boat yard was started by George Hill in 1846 and the blacksmith’s shop was probably one of the original buildings – it was certainly built by 1851. In 1883 the firm became known as Brown and Clapson and in 1912 as Clapson and Sons. The yard is still in the hands of the Clapson family. The last boat was built there in 1974 after which the business transferred to South Ferriby. The buildings are likely to be demolished in the near future.

BOSTON Lincoln’s Warehouse
(Grid reference TF 327438)
(Grid reference TF 327438)
Neil Wright, with additional information supplied by Miss Gillian Harden and A. A. Garner

Introduction
This building is located in the centre of Boston, south of the Market Place between South Street and the Haven. Immediately to the north of it is Packhouse Quay which was the main quay in the port of Boston during the eighteenth and nineteenth centuries. The warehouse was built in the latter part of the eighteenth century as a granary. Until 1974 it was a seed store and in the autumn of 1976 contractors for the Lincolnshire County Council started extensive alterations for its new use as the Sam Newson Music Centre.

The historical information in the following report has been taken mainly from the deeds of the property and other sources while the details of the vault, and the photograph, (Plate 1) have been supplied by Gillian Harden who holds an Archaeological Research Fellowship awarded by Lincolnshire and Humberside Arts. Mr. A. A. Garner of Grimsby has supplied information from his current research on the Fyddell family.

Earlier use of the site
The deeds refer to the granary being built on the site of a messuage known by the sign of the ‘Great Head’. This was perhaps the building shown on Hall’s plan of Boston dated 1741 as occupying the part of the site nearest to South Street. At that date the rest of the site, between the building and the haven, is shown as open land, either a yard or quay. In his History of Boston Fishery Thompson said that the corporation records refer to the ‘Great Head’ in this locality in 1568. We do not know whether it was a public house as it was the custom at that time to refer to private houses in this way. The form of words used in the 1816 deeds suggests that the vaults under the building were not newly erected and so they were perhaps part of the old house known as the ‘Great Head’. There is at least one other case in Boston of underground rooms surviving the demolition of a large old building, notably the building which stood in the space now called Pump Square.

The Vault
The vault (Fig. 3) under Lincoln’s warehouse came to light in the course of the 1976 alterations to the building and was measured by Gillian Harden. It was located at the north-east corner of the site and occupies the position of the building shown on Hall’s 1741 plan of Boston.

The top of the arched brick roof came above ground level so the wooden floor in this part of the granary was about two feet higher than in the rest of the building. The height of the vault at the centre of the arch is about 5 ft 9 in above the silt-covered floor. The sketch plans indicate the vault and its relation to the warehouse above. Three factors indicate that the vault pre-dated the construction of the warehouse:

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Fig. 2 Boston, Lincoln’s Warehouse, ground plan.
Construction of the present building
In 1816 the building now known as Lincoln's warehouse is described as 'new erected' but by then it had already had three occupants so its erection could not have been very recent. A plan of the harbour surveyed for John Rennie in 1811 showed the building as complete. It was then occupied by Edward Wilford, and before him it had been held by Thomas Fyddell. Since an examination of the deeds indicates that the building was erected in various stages it may be surmised that it was commenced sometime after 1766 (when the port's revival began) and before 1800. Unfortunately the deeds do not go back that far so we do not know for certain who erected the building. But since the first occupier listed in the deeds was Thomas Fyddell then the building might have been erected by him. In the eighteenth century the Fyddells were the most prominent local family. They were merchants in wine and other goods and members of the family were mayors of Boston eleven times between 1698 and 1797. They built Fyddell House in South Square and lived there until early in the nineteenth century when they left Lincolnshire. Thomas Fyddell is a quite remarkable character who seems to have had a finger in practically every Boston pie. Wilford perhaps took the occupancy of this building sometime after October 1797 when he married the daughter of Thomas Fyddell's sister.

Thomas Fyddell was a corporation tenant of another nearby warehouse, the old Gysor's Hall in South Square. From 1786 onwards Fyddell directed a running battle of complaint and petition against his landlord because of its ruinous condition, and it may perhaps be that the need during this time to keep the weather off his goods would lead him to tenant Lincoln's warehouse. He ultimately bought Gysor's Hall from the Corporation in 1791 and rebuilt this in 1810.

On this basis it might tentatively be suggested that the first phase of Lincoln's warehouse was perhaps built in the 1780's.

The building has brick walls, wooden floors and a pantile roof. An office and two other rooms were partitioned off by thin wooden walls from the larger rooms. The main internal walls are very thick and the presence of internal window frames indicates that the building was erected in several stages, perhaps four in number. The oldest part (after the vault) would appear to be in the north-west corner, occupying the space between the Great Head and the haven. As the plan indicates, (Fig. 2) this section had right-angled corners to its east wall and intrudes into the section which now lies parallel to South Street, so it would seem to pre-date that section. Since the east wall of this first section and the west wall of the vault converge and appear to join at their north ends, it would be possible supposing that the vault indicates the ground plan of the Great Head, that the old building was still standing after the first part of the new granary was erected.

The next phase was the construction of the eastern section next to South Street, extending over the site of the Great Head. From the evidence already quoted it would seem that when the old building was demolished the opportunity was taken to widen South Street. Although the site was reduced by perhaps 2 ft 6 in on the east side the new building extended about nine feet further west and was intimately united with the first phase of the granary to form an L-shaped building. The ground floor in the new section was at two heights, ground level at the southern end and a few feet higher at the end over the vault of the Great Head.

The third stage was a large irregular shaped extension which almost filled the south-west corner of the site, leaving only a long, narrow, open yard between the extension and the first phase of the building. The final stage was the enclosure of this yard, with floors at each level and a small two storey corn dryer erected at the very top. The internal wall between this south-western extension and the enclosed yard was removed as part of the alterations carried out in 1976, together with the corn dryer which was supported by the walls on each side of the enclosed yard.
Catherine M. Wilson

All the stages in this development were apparently complete by 1811 when the harbour was surveyed for John Rennie; an illustration dated 1833, showing the view southwards from the Stump, clearly included the corn dryer on top of the granary.

Subsequent history of the building

The earliest reference in the deeds of Lincoln's warehouse is to a mortgage of 20 October 1811 entered into by William Prest and his son of the same name, who were both corn factors of London. Following the death of William Prest (senior) the granary was purchased by George Prest, a merchant of Sutton Bridge, but 'one moiety' rested in William Prest (junior) as his father's son and heir.

In January 1816 the building was purchased by two Boston merchants, William Bartol and Benjamin Finch Smith, who paid £3,150 to George Prest. Edward Humphins, a Boston grocer, was also a party to the deed and paid William Prest £500 for his interest in the building. The property was described as 'all those vaults and the new erected granary built upon the site of a message heretofore known by the sign of the "Great Head" situate lying and being in Boston aforesaid in or near a certain place or street called South End abutting on the said street on the East, upon the River or Haven on the West, upon the Packhouse Quay on the North and upon a Message or Tenement and Premises late of Mrs. Lacey Draper and now of Mr. John Waite on the South'. The granary had formerly been occupied by Thomas Eydell, Esq., afterwards by Edward Wilford and then in 1816 by W. Bartol and B. F. Smith.

During the Napoleonic Wars the fens adjoining the town were reclaimed and great quantities of corn were grown on them, harvested, and sent out coastwise from Boston. The price of corn rose considerably during the wars and several Boston merchants grew wealthy. But when peace brought an end to the scarcity several went bankrupt. Wilford's rise and fall was perhaps the most spectacular. Starting from obscurity he built up the largest fleet in the port, with twelve ships. He also acquired a large amount of granary space by building, leasing or purchasing several properties, including this granary on the site of the 'Great Head'. Since he held it at the time when this boom in the port's trade was at its peak it is perhaps the case that he was responsible for the enclosing of the narrow courtyard, which was the final extension of the building. Wilford became sufficiently prosperous to set up in business as a banker but in 1815 he went bankrupt.

Bartol and Smith took the tenancy of the granary after Wilford vacated it and then purchased the building in January 1816. Seven years later, in April 1825, William Bartol sold out to B. F. Smith for £1,350. The deeds also refer to Thomas Jackson of Boston, a scrivener, as joint purchaser with Smith; Smith and Jackson also paid 10 shillings to Edward Humphins for his nominal interest. Benjamin Smith later married Ann Hopkins, sister of a prosperous solicitor and landowner in Boston, and a settlement was drawn up to arrange her financial affairs. £4,000 was put in trust to be invested and produce an annual income for her during her lifetime.

When Benjamin Smith died intestate on 7 February 1855 the granary passed to his eldest brother William Heath Smith of Boston, corn merchant, who sold it to Ann Smith's trustee. In October 1857 for £2,500. It was later realised that the sum of £4,000 should have been paid to Ann Smith on her husband's death so in April 1838 the trustees transferred the granary to her for a nominal sum of 10 shillings together with the balance of £1,500, which was deposited with Gafit, Claypons and Allinson's bank in Boston.

Shortly after this Ann Smith married Edward Parker Priddle of Exeter, a surgeon and apothecary who had been married before. In October 1898, in advance of the wedding, a new settlement was drawn up and the granary was transferred to her trustees.

E. P. Priddle died in 1860 and his wife in 1869. The granary was put up for sale on 7 December 1869 and sold for £800 to Joseph Wren, who had been the tenant for at least seven years. This price was less than a third of that which the trustees had paid in 1837, and only a quarter of the price paid in 1816. This figure reflects the decline of the port since its heyday in the Napoleonic Wars. The loss of prosperity had been accelerated by the opening of the Great Northern Railway in 1848 which allowed goods and agricultural produce to be sent to London or Hull much more quickly than by sea.

The conveyance of the granary to Joseph Wren was signed on 6 April 1870 and the building stayed in his ownership until his death on 18 January 1909. Two directories of Boston for 1889 and 1894, show that the building was then tenanted by a malster, W. H. Cooper. Until the recent alterations by the county council there was still a malting floor at the top of it.

On 6 July 1910 Joseph Wren's trustees sold it to the wife of one of them for £510 and on 10 July 1914 she sold it to Thomas Harry Lincoln for £620. In 1910 and 1914 the occupants were William Dennis and Sons Ltd, the Kirton potato farmers, but for the next sixty years it was occupied by the Lincoln family. Kelly's directories show Lincoln as located in South Street back to 1905 so he may have been a sub-tenant of the place for some years before he bought it. In 1927 it was described as 'a store for corn, seeds, potatoes and the like' but latterly was just a seed store.

Following the death of T. H. Lincoln on 18 September 1947 it passed to his son Eric Lincoln who in June 1976 sold it to the Lincolnshire County Council. They intend adapting it as a Music Centre to replace the former school building used for that purpose in Shardfriars Lane, which is to be demolished for the Boston inner relief road. The alterations include the removal of the vault, the grain dryer above the roof and the thick internal wall between the enclosed yard and the south-west extension. The area of these two sections will then form the main auditorium. The west wall next to the Haven and the roof of the whole building will also be reconstructed.

Concern was felt in Boston when this building closed in 1974 and much thought was given to possible future uses. The scheme now being carried out ends the county council's search for a central site for the new music centre and preserves a substantial part of one of the most complex and interesting warehouses in Lincolnshire. A feature of Boston is the contrast between large open areas and narrow streets connecting them, and this new use for Lincoln's warehouse should ensure that South Street remains such a funnel between Packhouse Quay and South Square.

F. Pithey Thompson, A History of Boston, (Boston, 1855), footnote p.234.
2 Information of Mr. A. A. Garner.
3 Lincolnshire County Council Deed Parcel No. 419.
4 Information of Mr. A. A. Garner.

Elkesley Water Pumping Station

(Grid reference SK 663760)

Following the typhoid outbreak in Lincoln in 1905, the city fathers sought a new, pure water supply to prevent any possible recurrence of the disease. The nearest water which met their requirements was at Elkesley in Nottinghamshire, some twenty miles from Lincoln. It seems probable that Sir Reginald Blomfield designed a building to house two large triple-expansion steam engines which pumped the water from bore-holes and delivered it, through a series of booster stations to the water tower on Westgate in Lincoln. The building (Plate II) was of brick, with elaborate stone dressings and a Latin inscription: AQUAE PURISSIMAE FONS IUGIS CIVITATIS LINCOLNIIAE SALURBIAE MUNDITIAE FELICITATI DEDICATUS ANNO SALUTIS MCMLIIII. (This constant source of purest water was dedicated to the health, cleanliness and happiness of the city of Lincoln in the year of salvation 1905). Approached by an avenue of trees and surrounded by parkland, its setting was more that of a country house, than a pumping station.
The engines, (Plate III) of inverted marine type, were built by Ashton Frost of Blackburn. They were typical of many being installed in sewage works and pumping stations at that time, though few now survive intact. They were named 'Livens' and 'Janetta' after the then mayor of Lincoln and his daughter. The new pumping station became operational in August 1911 and continued to provide Lincoln with water until one engine unfortunately blew a cylinder in 1973.

In 1974 Lincoln and District Water Board (now part of the Anglian Water Authority) applied for permission to demolish the pumping station, which was a listed building, and replace the engines with electric submersible pumps. A public enquiry was held, at which this Society gave evidence in favour of the retention of the building. The result of this enquiry, which became known early in 1976, was that permission for demolition be granted.

GRANTHAM Bjorlow (Great Britain) Ltd.
(Grid Reference SK 906350)
Malcolm Knapp
This Tannery (Plate IV), situated alongside the Grantham-Nottingham Canal was demolished during the autumn of 1975.
Bjorlow (Great Britain) Ltd., were incorporated in 1934, and were originally established with technical assistance from a similar business in Copenhagen. They prepared all types of suede and grain leathers used principally in the footwear trade, and pioneered the process for making water repellent suede.

GRANTHAM Coles Cranes, Dysart Road
(Grid reference SK 905356)
Malcolm Knapp
Demolished during the spring of 1974, this brick factory, built during the early 1900’s had many interesting features, not least the many large cast iron supports shown in the photograph (Plate V) taken during demolition. These supports were probably a contributory cause for the factory being made obsolete since the large cranes now being built by Coles could not get between them. Previous occupants of this factory include A. C. Potter and Co., — artesian well borers and engineers, and also R. H. Neal and Co., who came to Grantham in 1957 but who were later taken over by Coles Cranes Ltd., of Sunderland.

GRIMSBY Hewitts Maltings
(Grid reference TA 271095)
M. J. T. Lewis
Hewitts Maltings, (Plate VI) stretching from Victoria Street to Alexandra Dock were demolished in 1976. This long range of three buildings of successive date begun in 1900, was of typical maltings design and layout with an elaborate lucarn adorning the east end. Part had been damaged by fire, the rest was in an unsafe state through long neglect. Copies of the building plans were obtained from Hewitts and the building was photographed before demolition.

HORNCASTLE Old Theatre
(Grid reference TF 259696)
At the request of the Horncastle Civic Trust, this building which was in danger of demolition was visited by A. E. Aikman on behalf of the Society.
It lies in Dog Kennel Yard and is now owned and used by Messrs. Achurch Limited. The date of the building is not known but it appears to have had a rather chequered history. The *Stamford Mercury* records that it had been used
as a barn and a threshing floor before being occupied 'for many seasons . . . as a theatre, Clark's, Huggins and Smeeley's Companies all having played in it.' It had ceased to be a theatre by 1859 when it was acquired by the management committee of the British School for conversion into new school premises. The school continued to occupy the building until 1877 when it was sold to Mr. Alfred Healey for £305 to be used as a Maltings.  

The building is of brick, now painted, and has a rather charming facade consisting of a large door some eight feet wide, with an elliptical and decorated arch over it. A group of three windows is centred over this door, all with cornices supported by console brackets. A similar window lights the stage area and in between is a triple window consisting of two small and one larger opening all with moulded semicircular arched heads. Inside little survives to show that it was a theatre but the stage and auditorium can be clearly identified. The auditorium is approximately 52 ft long, 42 ft wide and some 20 ft high. The stage area is the same width and 42 ft deep, divided from the auditorium by a prosenium opening about 52 ft wide. The stage floor survived until at least 1939 as did the large cluster of gas lights which hung from a fine ceiling rose in the auditorium. The ceiling rose itself still survives.

2 J. N. Clarke, op. cit., p.93.
3 Lincoln, Rutland and Stamford Mercury, 1 June 1877, quoted in J. N. Clarke, op. cit., p.96.

LINCOLN, Fisons Limited, Carholme Road  
(Grid reference SK 964715)  
In 1975 Lincoln City Planning Department informed the Society of proposed alterations to the oldest building of the Fisons complex. Investigations showed that this was a pleasant, fairly typical industrial structure from the mid-nineteenth century and one of only a few to survive in Lincoln from this period. The original building was a simple rectangle of brick with a slate roof. A pair of cottages in similar style adjoins it to the west. The interior contained no evidence of machinery or of the previous use of the building, so only the general external dimensions were recorded, together with the front elevation (Fig. 4). However, planning permission for the proposed alterations was refused so the facade at least remains intact.

Mr. B. Brooke supplied the following information on the building and its history:  
In the late 1850's Mr. John Jekyll, a veterinary surgeon of Carholme Terrace formed a chemical manure business on this site. The building may have been erected by him at that time, although there were certainly some buildings on the site earlier than that. Mr. Jekyll's business appears in Ackermann's Directory of Lincoln, 1857, as 'Jekyll and Gresham, Chemical Manure Manufacturers'. By 1867 Mr. Gresham had died and Mr. Jekyll was joined by Mr. Charles Pratt and Alderman Glasier to form 'Jekyll, Glasier and Pratt, Vitriol and Chemical Manure Manufacturers'. The firm continued as such until 1894 when it became 'Jekyll, Glasier and Co.' At this time they were producing feeding cake, calf meal, and sheep dip under the 'Anchor' trademark, as well as manure. John Jekyll, J.P. died in 1911 and his obituary appears in the Lincolnshire Echo for 26 July of that year but the firm continued to trade as 'Jekyll, Glasier and Co.' until 1920 when it was taken over by Doughty Son and Richardson and subsequently by Fisons Limited.

LINCOLN, Stamp End Lock Footbridge  
(Grid reference SK 982710)  
This wrought iron footbridge of unusual design was erected over the River Witham by Alfred Shuttleworth in 1894, presumably to enable his employees to reach the works on the south of the river more easily. It was of telescopic construction and part of the deck could be retracted to allow the passage of river craft. Some years ago the bridge was declared unsafe and was kept permanently in an 'open' position so that it could not be used. In 1976 the Anglian Water Authority asked the Lincoln City Council either to remove the bridge or to repair it. In view of the cost of repairs it was decided to remove it and this was done in September. The original drawing of the bridge survives in the City Engineers Office and a copy exists at the Museum of Lincolnshire Life.

ROXBY, Horse Gin  
(Grid reference SE 920168)  
A full survey was made of the surviving remains of this horse gin which is part of the Elsham Estates (Fig. 5). It was threatened with demolition but as far as is known, is still standing at the moment. The gin house was originally open sided and consisted of four rough stone piers supporting a
pantiled roof. It was built on to the side of an existing barn. Nothing remained of the horse gear, except the bearing point on the main roof beam, two gear wheels and a shaft which passed through the wall of the barn. Inside the barn, some line-shafting survived but only a chaff-cutter remained of the various items of barn machinery which must have been driven by the horse gin.

The site consisted from east to west, of a clay crushing plant feeding straight to the pug mill, part of the clay preparation process, and wire cut brick plant. From here bricks were moved on trolleys on rails into the nearby drying sheds and thence into the first Hoffmann kiln. West of this lay the engine house containing a very fine four cylinder horizontal Ruston and Hornsby diesel engine of 1936 which provided the power for the adjacent pressed brick plant. A second Hoffmann kiln lay at right angles to the pressed brick plant, with an office and mess room to the east.

No measurement was done on the site but an extensive photographic record was made and some old photographs of the works were obtained from the Lincoln Brick Company. Plate VII shows the wire cut brick manufacturing plant in use.

**Book Review**


This is the first (and much-needed) comprehensive work on the many aspects of soil science which bear on archaeology. Dr. Limbrey recognises that the archaeologist needs to study soils both to understand the economy of the people under study and to interpret excavated features, and that new archaeological information can also help the soil scientist. Both thereby contribute to the study of 'the landscape and its population'.

There are four Parts. Most archaeologists will find the first three heavy going and would do best to turn straight to Part IV. This is the part of the book which is directly relevant to field archaeology, and in itself occupies well over 100 pages in four chapters (note 13-16).

'Archaeology and Soil Survey', 'Study of Soils and Deposits during Excavation', 'Soils Associated with Archaeological Features' and 'Reclaimed and Man-Made Soils'.

The first of these includes useful discussions of the relationship of soil types to land use and of other factors affecting settlement. A section on the use of soil maps contains much useful information and advice for those involved in settlement studies.

In the next chapter, Dr. Limbrey emphasises the need to standardise descriptions of soils and deposits encountered in excavation and describes the principles, methods and problems involved. Advice is given on the value of sections and their recording: here the author is very much in favour of the 'representational' section-drawing rather than the more subjective 'interpretative' style which can over-emphasise boundaries between deposits. The chapter is brought to an end with a short discourse on the use and limitations of sampling.

The last major chapter (15) deals with the following questions, to be asked with regard to every deposit encountered during excavation: what it was originally, where it came from, how it got there, what (if anything) happened on the way, and what has happened to it since. These questions are then applied to certain types of features: periglacial and tree holes, the fills of pits and ditches, post holes, buried soils, mounds and earthworks, and floors and buildings. The components of various deposits are also discussed. The text concludes with a brief chapter on reclaimed soils. References are listed at the end, and there is a comprehensive index.

This is not an easy book to read, but it is never verbose. Dr. Limbrey deserves the gratitude of archaeologists and soil scientists alike for the considerable work which obviously went into its production. All in all, a significant addition to archaeological science. No-one involved seriously in field archaeology can afford to ignore it.

MICHAEL J. JONES

LINCOLN