Transportation of grain
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Welcome

At the beginning of another year it is pleasing to see that the magazine is still going strong and attracting a variety of articles and comments, notes and queries. All good things come to an end, however, and this issue sees the last part of David Lambourne's series on the Carnegie libraries in Lincolnshire. By chance nearly all of the articles in this edition deal with the earlier years of the 20th century, on topics various yet related, highlighting the increasingly multinational nature of companies and changes in industry, the lack of employment opportunities, especially for girls, at the beginning of the century, and the devastating effects of war.

On a lighter note, a few years ago there was a quirky little website called 'Animals on the Underground', where people would contribute 'pictures' of animals made by the configuration of the rails in the familiar London maps. See page 12 for our own local street version! Many thanks for all contributions great and small over the past year.

Moving away from the 20th century into the more distant (and recent) past, Antony Lee tells us of a recent treasure received by The Collection - a Bronze Age penannular ring found by a metal detectorist at Welton in September 2011. It is a reminder of how fortunate we are in Britain to have the Portable Antiquities Scheme, which encourages the voluntary recording of archaeological objects found by members of the public, and the Treasure Act (1996) whereby finders of gold and silver objects have a legal obligation to report them. Such artefacts, as well as being of great value and beauty, offer an important source for understanding our past.

Ros Beever, Joint Editor

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Contributions to the next Bulletin and the spring issue of Lincolnshire Past & Present are welcome as soon as possible. Material may be sent by post to the Joint Editors c/o Jews' Court, Lincoln LN2 1LS, either as paper copy or on compact disc, or alternatively as an email attachment to info@slha.org.uk or lindumcolonia@hotmail.com or access the online enquiry form via www.slha.org.uk to submit a query. To place an advertisement email lindumcolonia@hotmail.com

Cover: front - winter scene in Baldham Park, Lincoln; back - books reviewed in this edition
Two communities in what is now Scunthorpe received grants for public library buildings from Andrew Carnegie, although the one erected in the town centre is alone among the Lincolnshire Carnegie libraries considered in this series in that it no longer stands. The other library, the one shown in the photograph, was in Ashby.

The Public Libraries’ Act was unanimously adopted in Ashby at a public meeting in February 1905 and the new library building opened in April 1906 in Ashby High Street. Andrew Carnegie donated £1,500 towards the cost, and the architect was W.H. Buttress. The first librarian was Clement Kendall, who remained in the post until his death in 1931.

The Ashby library building, which retains its original beautiful wooden staircase, stood empty and rather forlorn for some years, but is now used as a fitness centre. The modern current library, which is more conveniently located further up the High Street, has in it a plaque taken out of the old building which acknowledges the importance of Carnegie’s contribution.

In Scunthorpe itself there had been an earlier plan to build a Free Library and Council offices which had come to nothing, but, in August 1902, the Public Libraries’ Act was adopted and a library building erected in the old Station Road (now known as High Street East) through Carnegie’s generosity. The town surveyor, A.M. Cobban, produced the plans.

The site, which, like the one in Ashby, was in a rather inconvenient position, was purchased through a gift from the Cliff brothers of the Frodingham Iron and Steel Company. The foundation stone was laid in August 1903 and the building was opened in February 1904 by Joseph Cliff. The first librarian was E. Davison. It was in this building, too, that Harold Dudley established the first Scunthorpe museum in 1909.

The present central library was completed in July 1974 whilst the Carnegie building was unfortunately demolished in 1985.
TRANSPORTATION OF GRAIN

In 1942 William Poole wrote in *The Lincolnshire Historian* about ‘Farming Weights and Measures’, a timely reminder that grain (wheat, barley and oats etc) was traded by the bushel and sack, that is, by measure not by weight. This reminder is far more important now that two agricultural generations have grown up without such knowledge.

When historians consider the economy, its effect on the poor, or the political situation, or the produce of an acreage, and quote the price of wheat per quarter, it is important that they realise that the ‘quarter’ is two sacks, which is approximately sixteen times more than the 28lb quarter (of a hundredweight).

Throughout history cereal grain has been regarded as very important; the population must have bread, the ‘staff of life’.

In the Manorial system a lord of a manor, who often owned several estates, would move with his considerable entourage from manor to manor, consuming the produce of each before moving on to the next. This procedure began to be inconvenient; the lord did not want to move about with such regularity, and gradually it became normal for the grain produced to be transported to his manor to manor. Also, with increased production, in some seasons there would be some to spare, which could be sold. This meant there had to be means of transport, and sacks were necessary.

From time immemorial grain has been bought and sold by measure, not weight, the unit being the bushel. The Winchester bushel was the normal measure in London, and it became the national standard. Standards were regulated by an Assize of 1197, and by Magna Carta (1215/17)¹. Due to the varying density of the different cereal grains a bushel holds a different weight of each commodity. A sack held four bushels; two sacks was one quarter. [See tables 1 and 2].

Many laws in Britain have been directed towards the control of sale, export and import of the main cereals through the centuries, for both political and humanitarian reasons. Governments were shaken by the Corn Laws² in the 18th and 19th centuries. After the commutation of tithes³, when the incumbent of a church was paid in money instead of in kind, the price of wheat became the standard by which stipends of the clergy were calculated.

Until the middle of the 20th century grain was transported in sacks⁴. Even small men, having been brought up in the trade and trained alongside experienced workers, regularly loaded and unloaded wheat in sacks weighing up to eighteen stone (about 114 kilograms) each. Legislation eventually decreed that a maximum of twelve stone should be carried.

My experience of the grain trade began in the 1940s, first belonging to a farming family, and continuing from 1942 to 1985 in a corn and agricultural merchant’s business trading chiefly in the area surrounding Lincoln. There were several farms in each village, and most of the farmers were tenants, not owners.

We had a large number of customers, many of whom bought animal feed, seed and fertiliser from, and sold their grain to, one or two of the several local merchants who had family businesses. Gradually small farms were consolidated and by 2000 nearly all those small farms had become part of a large estate and all the ‘family’ merchants had been squeezed out and replaced by a very small number of giant international firms.

Since the advent of combine harvesters and bulk handling transportation of grain in sacks has entirely disappeared. Two agricultural generations have now grown up without knowledge of the complicated problem of hired grain sacks. It was in the mid 1960s that

![Wooden peck measure, stamped on base ‘Kesteven 1826 NP’. Norman Penney was farming Hall Farm, South Hykeham, on which farm the measure remained in use until 1921.](image-url)
bulk handling began to oust the need for storing and transporting grain in sacks.

**Hired sacks**

Sacks have been in use for a very long time, but do not seem to be mentioned in records very often. They were probably considered unimportant. The earliest reference I have come across in English records is in 1248, and the 14th century Luttrell Psalter depicts a man sowing corn, with an open sack being robbed by a large crow.

In a random sample of eighteen inventories, in the 16th and 17th centuries for South Hykeham, a small agricultural village, sacks are mentioned in only one: “three sacks of rye”; all other grain is described by the quarter or the peck. A few inventories for the City of Lincoln for the same period mention full and empty sacks of wheat, oats and ‘pease’.

In 1835 a Lincoln miller was paying a sack maker £35 a year, presumably supplying sacks to the farmer, buying his wheat, and getting the sacks back. This would not be popular, as it would inhibit the grower when bargaining the price of his wheat.

By the end of the 19th century a system had evolved whereby manufacturers offered sacks for hire. In 1872 Fox of Doncaster had an outlet in Lincoln and advertised “several thousand sacks constantly on hand”. By the 1940s the main hirer in the area between Lincoln and Newark was the firm of Chisholm, Fox & Garner, which later became United Sack Contractors. They had agents (often haulage contractors) in most large villages as well as in towns. Much grain was transported by rail and, until the formation of British Railways, there were in the area two railway companies, each hiring out their own sacks. In some cases their stations were within a few miles of each other and a farmer might hire sacks from one and then from the other.

Until the 1960s it was the custom that when grain was bought and sold on Lincoln Corn Exchange, or at the farm or elsewhere the deal was by word of mouth only and disputes were very rare. However, nothing caused more animosity between farmer and merchant, or between merchant and miller, maltster or animal feed manufacturer, than disputes regarding sack hire.

My own experience of this started before I left school, when Miss Woolley of Collingham, representative of Garners, the sack hiring firm in Newark, visited my grandfather, a farmer at Bassingham. Grandfather was angrily denying that he had the sacks on which he was being charged hire.

By 1957 the hire charge was one penny (pre-decimalisation) per sack per week. The accepted custom was that the buyer, in our case the merchant, accepted the hire charges fourteen days from date of purchase unless otherwise agreed, whether the grain had been collected by then or not.

Ideally, the farmer who was about to thresh a stack of milling wheat would hire from his nearest agent the number of sacks he estimated he would need; he would sign for them, and receive a copy of the “ticket”.

Let us assume he hired from Chisholm, Fox & Garner’s depot 100 sacks, and filled exactly 100 sacks. He then sold to his merchant 100 sacks of wheat, which was collected 21 days after date of sale. The merchant would raise documents accepting 100 sacks from the farmer fourteen days after date of purchase and transfer them to the miller, accepting hire charges as necessary, or, if the wheat was shot out of the sacks at the mill, the merchant’s driver would hand in the 100 empty sacks at the nearest depot and obtain a receipt.

However, let us suppose the said farmer had underestimated his yield and, towards the end of his threshing day, realised he would be short of sacks. He hastily sent to a neighbouring farmer to “borrow” 20 sacks, which happened to be Railway sacks. On collection the driver would note how many of each type of sack he received; the merchant would then have to raise two sets of transfer documents, or, if the wheat was shot, the driver would have to go to two depots to hand in the empties and receive receipts from each. Later, perhaps, the farmer’s obliging neighbour would receive a hire charge bill from the railway company indicating that he still had 20 sacks on which he must pay hire charges. He would insist that he had no sacks on his farm, forgetting, or not knowing, that some had been ‘lent’. If the matter was not settled there would be a comparatively high ‘stay-hire’ to pay.

It was possible for a load of grain to be collected in three or four different types of sacks. The permutations were endless! As merchants, we kept a running account of each customer’s sack transactions. Considerable office time was taken for each deal, keeping this account, making out transfers and keeping track, with the drivers, of receipts. The hire charge bills were handwritten documents and, inevitably, very complicated. Quite often a farmer could not agree his bill and said he was sure he had no sacks on his farm. I was frequently
presented with such a bill and asked to 'sort it out'.

Then followed detective work. First our representative had a look round the farm; he would turn up the impromptu doormat, which might reduce the deficit by one; if it was a wet day he would take a look at the sacks used as shawls, or as aprons, by the workmen in the yard; provided the dog was not in residence, he would check the kennel; and he would search the buildings. Then he would question the farmer and his men regarding possible loans.

Usually, given time and patience, the matter would be amicably settled.

NOTES
1 GRAS, N.S.B. The Evolution of the English Corn Market (Harvard, 1926) p.132
2 'Corn' in the UK means all common cereal grains. In the US 'corn' means what in the UK is called 'maize', a crop not grown commercially in this country until the mid-20th century.
3 Commutation of tithes was made compulsory in 1832, but was officially allowed voluntarily from 1826.
4 A grain sack measured 34 inches (137.2 mm) by 27 inches (686 mm). Sacks were made of woven fibres such as hemp, which was stronger and coarser than flax, from which linen is made. Later jute, a tropical plant, was imported. It was even stronger, and coarser.

Table 1
Capacity measure for cereal grain: 4 pecks = 1 bushel; 4 bushels = 1 sack; 2 sacks = 1 quarter*

Weight (Avoirdupois): (ounces/ozs and pounds/lbs)
16 ozs = 1 lb; 14 lbs = 1 stone; 28 lbs = 1 quarter*; 8 stones = 1 hundredweight (cwt); 20 cwt = 1 ton
(1 cwt = 50.8 kilograms)

* The 'quarter' in these two tables is entirely different.

Table 2
Comparative weight of grain of average quality:

<table>
<thead>
<tr>
<th></th>
<th>Bushel</th>
<th>Sack</th>
<th>Quarter*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheat</td>
<td>4½ stone (28.6 kg)</td>
<td>2½ cwt (114.3 kg)</td>
<td>4½ cwt (228.6 kg)</td>
</tr>
<tr>
<td>Barley</td>
<td>4 stone (56 lbs) 25.4 kg</td>
<td>2 cwt (101.6 kg)</td>
<td>4 cwt (203.2 kg)</td>
</tr>
<tr>
<td>Oats</td>
<td>3 stone (19 kg)</td>
<td>1½ cwt (76.2 kg)</td>
<td>3 cwt (152.4 kg)</td>
</tr>
</tbody>
</table>

Bushel-weight, 'pounds per bushel', is used to define quality: Since metrication the standard is 'kilograms per hectolitre'.

1 cwt = 50.8 kg

[The 'quarter' was, originally, a quarter of a chaldron]

'Strike'
Records often refer to a 'strike', which was 2 bushels. The origin of the term is that the grain was put into the measure and levelled off with a 'strike'. Judging by what my grandfather used to say, I think they sometimes referred to anything measured in that way as 'a strike' and that it was not always considered to be an exact measure like the peck and bushel. (Bulkier goods were measured in 'heaped' bushels or 'pecks' etc.).
The Story of the Stones

An exhibition of sculpted stones excavated from the site of Bardney Abbey is on show at St Lawrence Church, Church Lane, Bardney LN3 5TZ.

In 2012 the Jews' Court and Bardney Abbey Trust raised grants from the Lincolnshire Co-operative Ltd and the Heritage Lottery Fund to mount an exhibition of stones excavated from the site of Bardney Abbey in 1909. The stones were researched and described by architectural historian Stuart Harrison and were cleaned and repaired by Eilidh Fideling with help from local volunteers. James Thomas from the University of Lincoln designed the display, which was constructed by Workhaus.

As Bob Pilling explained at the exhibition's opening, the stones are much travelled. In 1909 they were excavated and displayed on site but by the late 1930s they had been moved to St Lawrence Church. They were exhibited in Bardney School House Museum from 1973 until the turn of the 1980s when some were loaned to the City and County Museum in Lincoln and the rest buried on a local farm.

In 2009 Roger Audis, a local expert with knowledge of where they had been buried, came forward and coordinated their recovery to the Abbey site. It was decided that it would be preferable to put the stones on display rather than burying them on the Abbey site and they are now, after having enjoyed a year's shelter from the weather on the premises of a kind local farmer, once more to be found in St Lawrence Church.

Recently this leaflet [left] was found inside the 1925 Reports and Papers of The Architectural Societies (ie Lincolnshire Architectural and Archaeological Society plus those from York, Northampton, Oakham and Leicester. The Abbey was excavated over several years, from 1908 to about 1913.

NOTES & QUERIES 90:1

Mystery postcard

Sadly this postcard has had its stamp removed in the days when that was a trendy thing to do. so that we do not have an exact posting date or location. The whole message is interesting, since it implies that the sender, J.JM, actually took the photograph himself when he saw it. Was he able to develop and print it overnight? Was this a common custom with local photographers, or were there firms doing it? Has anyone else seen a copy of this card? I note the reference to Bicker, but I have no other information.

Hilary Healey
The decline and fall of Clayton & Shuttleworth

PART 2: INNOVATION ABROAD

Rob Wheeler tells a story of success and heroic failure

A previous article used the records of agency agreements to argue that by the 20th century Clayton & Shuttleworth had lost the entrepreneurial spirit that had propelled it to greatness half a century before. Perhaps the reader may feel that archives in general and agency agreements in particular are unlikely to offer evidence for entrepreneurship. I therefore present two stories of agents who stand out for their spirit of enterprise. Only one of the two was successful; the other, though a failure, was at least a heroic failure.

The first of these agents is Hubert Zettelmeier of Konz, near Trier, who appears in 1900 as an agent (non-exclusive) for Clayton & Shuttleworth’s steam rollers in Alsace-Lorraine and part of Bavaria. Credit references describe him as a respectable businessman who owns two steam rollers, has hired a third, and is much employed by local councils. He had recently bought land and was building a house.

By 1903 the agreement was changed to extend his area to the whole of Germany and the Netherlands with scope for extending business to Switzerland and Italy. Evidently he had developed an extensive sales network.

In 1909 the agreement was replaced by a new one that does not survive. An indication of the arrangement is provided by a works photograph of a steam roller undergoing final tests before shipping. The machine lacks wheels and canopy. The implication is that these would be fitted by Zettelmeier: this would reduce shipping costs and, given the exchange rates and import duties, such parts could probably be made more cheaply in Germany.

Links with Zettelmeier were broken by the First World War, but Zettelmeier continued to produce steam rollers. An example survives in a museum in Broto. By the 1930s production was switched to diesel-engined rollers. After the Second World War, materials-handling equipment came to dominate production, and the company was bought by Volvo in 1990.

The heroic example is the Helfrich-Sedat company. Alfred Shuttleworth had invested some £84,000 in it between 1903 and 1913. It was an unusually risky investment for him. He was probably persuaded by the involvement of the Blakey family. G S Blakey was Clayton & Shuttleworth’s Vienna-based Managing Director, and was a distant relation of Shuttleworth; his son Charles was Managing Director of Helfrich-Sedat.

The firm made steam engines at Kharkov and also held the C&S agency for the sale of threshers in Siberia. After the Russian revolution in 1917, Kharkov was fought over by the Bolsheviks (“Reds”), the anarchists (“Blacks”) and the counter-revolutionaries (“Whites”); it was also claimed by the short-lived state of Ukraine.

The directors were forced to flee in June 1918. But for a while in 1920 it looked as though the Whites, under General Pyotr Wrangel, might be victorious. Charles Blakey was operating temporarily from Lincoln, and badly wanted to be close at hand to follow up the anticipated White victory.

He had reports from the chief book-keeper that the factory had avoided serious damage and had stocks of material sufficient to resume production. Lacking funds, Blakey was inclined to appeal to shareholders, but most of these were German and faced more pressing problems at home. So, on behalf of the company, he sought a loan from Alfred Shuttleworth.

One cannot fault his persuasive skills. “We are living on the crust of a volcano”, he explained: either communism would be defeated in Russia and the world return to sanity, or else the whole of Europe would succumb. By implication, there was little point in Alfred Shuttleworth worrying about the prospect of losing his money — if this venture failed then the world would collapse anyway. That is probably how things looked from central Europe. In Vienna there was serious unrest, and a short-lived communist regime had been installed in Budapest. But that was not the mood in Lincoln. Blakey had some novel ideas too for restarting trade in a world where currencies had ceased to be convertible. He envisaged bartering the products of the Vienna works for Russian wheat, which would boost agricultural production in Russia, feed the hungry workers in Vienna and provide much-needed employment there. Such an arrangement would indeed be the way in which trade in Central Europe would ultimately be re-established, though in the event the process would be driven from Berlin rather than Vienna.

Unfortunately Blakey was wrong on the most important point of all. While the meetings with Alfred Shuttleworth were taking place, General Wrangel was already making his final retreat to the Black Sea. Blakey did not get the loan he sought. And of Helfrich-Sedat no more was heard.

This is a story of failure to set against the success of Zettelmeier. But one cannot read the correspondence without admiration for the Blakeys’ dedication, their resilience, and their determination to overcome adversity for the sake of the community as well as their own sake. One wonders whether with a Blakey at the helm of Clayton & Shuttleworth, rather than managing the Vienna outpost, the firm might have found a future.

1There is video on YouTube: just google Zettelmeier Broto.

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Bill Blakey was born at Hammeringham, near Horncastle, on 17 December 1879 - the third child of Tom and Emma Blakey. Eventually he would be part of a family of nine children: the first, Eliza Mary, born on 29 September 1876, and the last, Ethel, on 10 October 1892. Bill’s brothers and sisters lived to a ripe old age, but Bill didn’t.

Tom Blakey was a farm foreman and Bill seems to have followed in his father’s footsteps by going into farm work. In 1901, aged 21, he was living in the household of Henry Billings, a farm foreman at Thornton, near Horncastle. He was employed as a waggoner. In 1911 Bill still lived in the household of Henry Billings. This time the address was given as Martin, near Horncastle, and his occupation is given in the census return as agricultural labourer.

In 1914 Britain declared war on Germany. At first Britain relied on volunteers to fight the war - half a million men volunteered in the first few weeks. Gradually, as enthusiasm for the war waned, volunteering tailed off. Consequently the Government decided on conscription, and on 27 January 1916 the Military Service Act was passed. All British men who, on 15 August 1915 were ordinarily resident in Great Britain and who were 19 but were not yet 41 and who, on 2 November 1915, were unmarried or a widower without dependent children were deemed to have enlisted.

Among those to whom this would have applied was the unmarried Bill Blakey. The men were placed in classes according to their year of birth. They were called up by class: Class 1 – those born in 1897; Class 2 – those born in 1896; Class 3 for 1895, etc. William Blakey was in Class 19.

Notices were posted in public places, stating when each class would be called up. In addition, each individual received his own notice. It was up to the individual conscript to report for duty at the appropriate time and place. There were penalties both for not reporting and for assisting others in failing to report.

Conscription was organised at the national level and conscripts could be allocated to regiments anywhere in Britain, perhaps hundreds of miles from home. Faced with such a prospect, many, including Bill, opted for their local regiment before being conscripted.
Bill, who was living at 43 West Street, Horncastle, and was described as an agricultural labourer, was recruited to the 6th Battalion of the Lincolnshire Regiment on 19 June 1916. 'Agricultural labourer' was not one of the many occupations exempt from the call up, though 'waggoner' was.

The 6th Battalion of the Lincolnshire Regiment was part of the New Army or Service Battalions created by Lord Kitchener (Secretary of State for War) in 1914, and based initially at Belton Park, near Grantham. The Battalion served first of all in Turkey (Gallipoli) in 1915 and then in France, being involved in the Battle of The Somme, dated 1 July to 18 November 1916. This allied attack had the purpose of taking the pressure off the French forces beleaguered by the Germans at Verdun.

Having sailed from Alexandria in Egypt in July 1916, the 6th Battalion travelled from Marseilles to the battlefields of Northern France, arriving on the front line (the Arras-Beaumont-Haupine Road) on 22 July. In the late summer and autumn the Battalion was in and out of the front line.

New recruits joined the Battalion on three occasions during the autumn: on 4 October ('four NCOs and 29 men'); on 17 November ('15 other ranks'); and 25 November ('a draft of 103'). Bill Blakey must have been one of these recruits, though the records do not specify who joined when.

By 14 November the 6th Battalion had returned to the front, 'to a wretched part of the battlefield, a ravine west of Beaucourt, where the front line consisted largely of shell holes, unconnected, and full of mud and water' (Simpson, 1931).

There the Battalion supplied working parties for the front line battalions. This involved negotiating the road from Hamel to Beaucourt with a high bank on one side and the River Ancre on the other. There was no hiding place from enemy bombardment.

On 24 November the Battalion relieved the 7th South Staffordshire Regiment on the front line itself. The Battalion held the line on the north bank of the Ancre, a mile east of Beaucourt and just opposite Grandcourt.

The weather was very wet and cold and the Battalion had to endure particularly heavy shelling on 25 and 27 November. The intense German bombardment resulted in six casualties on the twenty-fifth, and 37 casualties, including seven dead, on the twenty-seventh. Among the dead was Bill Blakey. On 28 November the battalion was relieved by the 8th Duke of Wellington's Own, and moved out of the front line to Forcelive.

Bill Blakey's grave is in the Queen's Cemetery, Bucquoy, just south of Arras in Pas de Calais. He is also commemorated in Thimbleby Church, near Horncastle. He was awarded the Victory Medal and the British War Medal.

There are a lot of 'what ifs' connected to Bill's fate. If he had still been a waggoner, or if he had married, or if he had waited to be called up, he would not have been among the dead on 27 November. He was though, and so he is one of the many who gave their lives in a war whose outcome achieved little
LINCOLNSHIRE’S WAR MEMORIALS

A few months ago The Heritage Trust of Lincolnshire held a workshop on how to go about a project to survey all of the war memorials in the county. The following text is part of a presentation by Gary Taylor:

War memorials, or perhaps memorials to military conflict, come in a variety of forms. There are “classic” examples, such as statues of soldiers, crosses and other monuments that can be found in town and village squares or churchyards, and plaques in churches. But they are not just confined to these types, or to town and village communities. There are also stained glass windows, village halls, church clocks, park gates, plaques to school old boys or social groups etc. Moreover, these memorials commemorate individuals and military groups, as well as local populations. These various kinds of memorials can incorporate much historical and family history information.

Further sources of historical information are provided by ‘Rolls of Honour’, which record the members of a local populace who served, but did not necessarily die, in the First World War. Rolls of Honour survive in considerably lower numbers than war memorials, but where they do exist they may record ranks and units of the individuals named, and sometimes whether they were wounded, or killed in action.

Lincolnshire is one of the few counties that had a ‘Blessed Village’—Allington. Such communities are so-called because they did not suffer any fatalities during World War I. However, there might be details such as a roll of honour, which records information about villagers who served in the war.

Excluding war graves (which themselves contain significant details of social history) there are a variety of commemorative features that provide an act of remembrance to individuals who served in various branches of the armed forces. A number of examples of plaques to the Old Contemptibles are known to survive, but appear to be quite scarce. Also, in recent years, commemorative ‘blue plaques’ have been erected to individuals who received significant battle honours.
NOTES & QUERIES 90:2

Wellingore footpath

One of my interests is public footpaths and bridleways and their place in history, and I keep a look out for old photographs that include a view of a field footpath, especially if it includes a style, gate, signpost etc. So, I was quite pleased to come across the postcard here, clearly captioned as being a view of Wellingore, in which a rough style can be seen beside the field gate in the foreground, with a well-padded path leading into the picture.

Thinking it would be nice to take a modern photo from the same view to make a before and after pair, I recently went for a walk around this very attractive village on a bright winter’s day, seeking the location of the postcard. This promised to be an easy task, for the church spire is visible in the card with the chimneys of the hall directly in front of them, and the prominent hall chapel roof a little to the left. From these it was easy to work out the precise direction of, and appropriate distance from, the church. We appeared to need to be somewhere along Pottergate.

Furthermore, there is today still a public footpath leading out eastward from the village across the heath in what appeared to be more or less the right place. However, when we got there, nothing was right, not least the shape of the road junction. For about half an hour we walked up and down trying to find a view that would fit, but new building and tree growth made it difficult.

At last, I decided to walk into the field along the footpath to get a view from higher ground. As soon as I turned round to look back all became clear. We had been trying to find a mirror image of the scene we were looking at. The postcard had been printed from the wrong side of the negative! I will not be caught in this way again.

Chris Padley

A flipped (mirror image) view of the postcard above

Chris’s modern photo of the same view

Tank on the streets

Grange Crescent in Lincoln (left) is not very far from the tank testing site – an interesting fact from Google.

Many thanks to Pearl Wheatley for pointing this out!
James Foster tells the story of how a 15-year-old farmer's daughter left the farm to make her own way in the world in 1917.

I wasn't given much choice, wrote Laura in her memoirs. Laura was born into a farming family in 1902, the fourth child of William and Annie Havercroft who at that time rented a 17-acre holding at Goxhill, north Lincolnshire. She left her school in Goxhill on her twelfth birthday, and was immediately put to work on the farm. In 1915 William moved his family, farm implements and livestock across the Wolds to Low Farm, near Glentworth, which he later bought at the Earl of Scarborourgh's auction of the Glentworth Estate in 1917.

The children of William and Annie were, in 1917, Edith, 23, Mary, 21, George, 17, Laura, 15, Lucy, 13, and Doris, 10. It had not been too much of a disappointment to have only one son in the family as, irrespective of gender, all had their allotted tasks on the farm. However, in 1915, Edith had been left behind in Cleethorpes, having found work there when she left Goxhill school, and Mary was nearing the end of her service with a family in Scunthorpe. George took on some of the heavy work, including ploughing with the two shire horses; Laura was the cowherd and milkmaid, and Lucy worked in the dairy after school.

One day Laura's father called her into the parlour and said that as Lucy would be eligible to leave school on her birthday, he would offer Laura a choice. She could either stay and help on the farm or go 'into service'. Laura chose to leave home, and found work as a maid servant with the Vicar of Northorpe and his family.

Her duties began at 6.30 most mornings, her first task of the day being to clear the ashes from the only fire in the Vicarage, dust and polish the furniture, blacklead the grate, and ignite the fire. She then went to the kitchen, prepared breakfast for the Vicar and his wife, and served it at the dining room table.

Laura Havercroft, 18 years of age

Only after clearing the table could she have her own breakfast in the kitchen, after which she scrubbed the kitchen floor. Laura's other duties included cleaning, cooking, washing, ironing, and occasionally looking after the six-month-old baby. This included attending to the child's hygiene, and bottle-feeding. Other tasks included chopping wood for the dining room fire, and collecting produce donated by the parishioners. Her tasks were not at an end - she had to draw water from two lift-pumps, one at the rear of the vicarage, the other on the front lawn. This had to be carried in large buckets to two separate cisterns in the kitchen as water from the well at the rear was unfit for drinking and used for sluicing and washing only.

Laura was not allowed to use the front door except to open it to visitors. According to researchers her wage of £4 per month was well below the average at that time. She began to wonder if she had made a wise choice, but, due to events, her tenure was not to last for very long.

Laura was given time off; one evening a week, from six to ten, and alternate Sundays. There was little to do in Northorpe in the evenings, but on her day off she would cycle the ten miles to Low Farm for the day. One Sunday, as she was setting off for home, the Vicar, aware that Low Farm was known for its dairy products, asked Laura to ask her mother if she could provide them with some butter. No payment was offered, but Annie reluctantly gave
Laura a pound of their best butter to take back.

A few weeks later, Annie asked Laura if she had been allowed to use the butter, and Laura said that she had not, and that the butter had been kept in a locked cupboard for family use only. Laura’s mother told her daughter to hand in her notice and return home. William entertained the hope that she would stay on the farm, but soon after her return she applied for a post as Housemaid with a Mr and Mrs Mundy in Brigg.

The Mundys proved kind and benevolent employers, and asked Laura to sit at the meal table with them, and chat in the lounge afterwards. The only disadvantage was that Brigg was over 20 miles from Low Farm and the long cycle ride was not a practical proposition, especially in winter.

Mrs Mundy had been a semi invalid for some time, but her condition began to give concern. It was seen that in the immediate future it would be necessary to employ someone with nursing experience to attend to her needs, and Mr Mundy told Laura that although they would be sorry to lose her, she must begin to look for another post. A few months later she was asked to tender a month’s notice, and she applied for a post as a maidservant with the Whiteley family in Scunthorpe, some eight miles away. Mr Mundy provided Laura with a glowing reference.

Laura had found work at 1 Doncaster Road, a large end-of-terrace house adjacent to the Congregational church. Mr Whiteley was a director of one of the local steelworks, and frequently entertained his colleagues and their wives. On these occasions a cook was brought in to prepare the meal, but Laura had to carry and serve the food at the large dining table. This meant that on several evenings a week she was unlikely to be in bed before midnight. The Whiteleys had a precocious daughter, 12 years of age, who regarded Laura as her personal maid and, like her parents, rarely thanked anyone for their services or time.

About a year after Laura had entered service at number one she made friends with a young lady who was in service with a solicitor. She told her that her friend Rose was in service.
with a family named Sergeant, but that she would shortly have to give
notice for family reasons. Mrs Sergeant was aware of this, but few oth-
ers knew about the situation. At that time the Sergeant lived the Wort-
ley Hotel in a suburb of Scunthorpe and other members of the family
were the proprietors of a brewery at Brigg.
Laura wrote a diplomatic letter to Mrs Sergeant to ask if there were
any vacancies for waitresses at their hotel. Mrs Sergeant invited her
for interview, and told Laura that she was already aware of the good
service she had given to their friends the Mundys at Brigg, and although
there were no vacancies at the hotel, the family, who lived in a large house
in Scunthorpe, would soon require a live-in maid. Laura was advised that
this was in confidence, but that the post would be hers if she wanted it.
Mrs Sergeant would write to Laura in confidence so that she could hand in
the required notice.
When Laura received a letter from Mrs Sergeant to say she could start
work in five weeks' time, she gave notice to her present employer, who
told her that if she left she would not receive a reference. Laura conveyed
this to Mrs Sergeant who said she didn't need one. Laura began work
with the Sergeant family at their house on Oswald Road. It had been a
good move; the family were pleased with her standards, and she was given
one evening off from six to ten, and every Sunday.
Then she received a surprise. Mrs Sergeant was aware that Laura
possessed a good ear for music, and
was attempting to learn to sightread
music to play the violin. She called
Laura into the lounge and said that
she would like to help her, and that
she would be given two hours off
on Tuesdays to go for music lessons
with Mr Bilson, who had a studio
a few doors away. Laura would have
to pay for the lessons, but there was
an alternative if she went for the
lessons in her allocated time off, Mrs
Sergeant would pay. Laura chose to
go on Tuesdays, and paid for her own
lessons.
After six months at the house
on Oswald Road, her employers
said there was a vacancy for
a waitress at their Wortley Hotel
and offered Laura first refusal. The
hotel enjoyed a good reputation
for entertaining the notables of
Scunthorpe at large banquets and

Northorpe Vicarage - Laura's first service

The Mundys' house, Brigg, Lincolnshire - Laura's second service

Laura's third service was with the Whiteley family at 1 Doncaster Road, Scunthorpe. The house is now a kebab shop, but the
composite image above right shows how the house might have looked in 1920.
Laura didn’t hesitate. Some time later she was upgraded to Assistant Head Waitress with an increase in wages. Laura was at this time ‘going out’ with a soldier who had returned from wartime service on the Somme, and the courtship was flourishing. Jim was working in the local bus garage as a driver-mechanic, and when Mrs Sergeant learned of this she asked him if he would like to be their part-time Chauffeur to give their man some time off. Jim was generously paid, and after his driving duties on some evenings and Sundays, he would be invited into the hotel bar and the barman instructed to ‘give Jim a drink’.

Laura became a popular waitress at the Wortley and, early in 1925, the Head Waitress gave notice to leave. Laura was offered the position, but it would have meant longer hours and much more responsibility. Laura’s thoughts were turning to marriage and raising a family, so reluctantly she refused the offer. On her last day at the hotel, Jim was loaned the Sergeant’s car to take Laura and her belongings home to Low Farm.

When they arrived her father drew her attention to a board that Jim had borrowed from his bus and attached to the rear bumper. It read ‘Sorry, Not In Service’. Laura and Jim were married at Glentworth church on 6 July 1925 and were able to find two rooms in a large house in Crosby, a suburb of Scunthorpe. Their first child was born in the house in Crosby in May 1927. Soon afterwards they obtained the lease of a Redbourne Trust house in Redbourne Way, a stone’s throw from the Wortley Hotel.

NOTES & QUERIES 90:3
Mystery picture

This postcard depicts a ‘view from Croft Meadow’ – does anyone recognise this as a Lincolnshire scene?
The Lamplighter

About 25 years ago Norman Clarke recorded the following childhood memories of the evening street scene in Rasen Lane, Lincoln, in the early 1920s. [Illustration by Hilary Healey]

As time inevitably brings the lengthening shades of old age, and we have to learn to live with ourselves after a lifetime of companionship, memories are one of the consolations to which we can turn.

It is a peculiarity of memory that although we find it increasingly difficult to recall recent happenings, memories of childhood long ago can be vividly recalled. I was reminded of this the other night when a time switch automatically switched on a street lamp just outside my window.

In 1919, when I was six years old, my family moved house into a four-storey dwelling in Rasen Lane, a quiet street near Lincoln Cathedral and the Roman arch. The top floor bedroom had a dormer window looking out on to the street, and I was allowed to claim it as my bedroom and den where I kept my books, and toys such as rubber balls, lead soldiers, marbles, hoop, whips and tops, cigarette cards etc.

There were then no cars, aeroplanes, wireless or television to create noise, and there was a silence all around, which today cannot be imagined. Young children's bedtime was usually about seven o'clock in the evening and, after my mother had heard my prayers, I would be left to get into bed and, as she thought, go to sleep. That was so during the winter, but on the long, warm summer evenings when I was supposed to be in bed I spent many happy hours standing in my nightshirt on a stool looking out at life passing by on the street below.

The occasional pony and trap would clop by; an old man with a homemade box on wheels and a shovel, collecting horse droppings from the road for his garden. There was always plenty of those about on the roads because it was still the age of the horse, and all goods were delivered by horse and cart. The odd cyclist rode by; customers entering and leaving the corner shop, which never seemed to close; a policeman plodding along on his beat with an oil lamp strapped to the front of his belt; a one-armed man (injured during the war) delivering copies of the evening edition of the Lincolnshire Echo, and as he went down the street he shouted 'Echo! Echo!'. He could be heard coming a long way off. A water cart drawn by two horses, with a spray behind to slake the dust.

Then, as twilight turned to dusk, a tall figure with a funny hat and long staff came slowly down the street, reaching up and turning on the gas lamps one by one. As he reached the end of the street, he would cross over, return and light up the lamps on the other side. We retained our childish innocence much longer in those days, and to me the lamplighter was a romantic figure with mystical powers. Where did he come from? Where did he go when all the lamps were lit? Where did he obtain his staff? Did he belong to our street only?

Eventually the cathedral clock would break through the quietude to chime the hour and, as dusk moved into darkness, the soft light of the street lamps merged with the silence, the whole atmosphere enveloping the street like a benediction. I would then reluctantly leave my stool, hop into bed, snuggle down and, thinking about the lamplighter, fall into the deep untroubled sleep of childish innocence which, once lost, can never be regained. Such a long time ago!

Who was I?

Born in Wessex at the end of the 9th century, I was brought up by my aunt in Mercia (see the statue of my aunt at Tamworth — the little boy with her is me!) and fought with her in campaigns against the Danes. As King, I had many more successful campaigns throughout the land, conquering Northumbria and all of the Danes. Arguably, therefore, I was the first real King of England. William of Malmesbury described my appearance thus: 'Medium in height, slender in body, hair flaxen... with golden threads.' As for the romantic story that Sir Guy of Warwick fought a mighty battle with a dragon, cut off its head and carried this trophy to me at Lincoln, you may believe it but I couldn't possibly comment!
Improvements in Sleaford in the 1830s

Michael Turland has been able to answer his own eight-year-old question, thanks to the new British Library newspaper website.

Lincolnshire Past & Present 57, Autumn 2004, contained my article concerning the above and the mystery of who was responsible for ‘In 1829, and the following two years, the whole town was flagged, paved and drained, and the bridge and other thoroughfares widened, at the cost of nearly £5000...’ (White’s Directory of Lincolnshire, 1842).

I speculated, in view of the lack of evidence, as to whether the project could have involved the Vestry, turnpike trusts, the Justices, or the Marquis of Bristol.

In fact, as the surveys say, ‘none of these! The recent launch of the British Library newspaper website has opened up a vast archive of information previously inaccessible other than by reading through it; and given us the answer to our Sleaford conundrum.

On Friday 13 March 1835 the Stamford Mercury included a detailed and lengthy report of a Lincolnshire Assizes case, ‘Kirk (Wm and Chas) v. Preston (John)’. The case involves a decision as to whether the Kirk brothers were in partnership at the time of the liability to pay; a point of law, not the claim itself, which took five and a half hours to examine and which the jury decided ‘after consulting for a few minutes’ that the brothers were partners.

The claim was in respect of money due for ‘paving the town streets at Sleaford, in building two bridges there’ amounting to about £3000. The claim was referred to arbitration after the judge suggested it would take a fortnight to hear. Firstly, it would appear that some of the money due had been paid – note the cost of nearly £5000 quoted by White; and secondly, presumably included the drains for surface water.

So, the contractors were Charles and William Kirk; also, inter alia, building the Sleaford Sessions House at the same time. But who were they working for?

In 1830 Mr Preston entered into a contract with the inhabitants of Sleaford (not in their corporate capacity, but as individuals) to pave the streets of the town, for which each inhabitant was to pay in proportion to the extent of his frontage.

Preston was surveyor to turnpike trusts, among other things, and presumably was given authority of some kind by the Vestry to act, although there is no record of this in their minutes. He then must have toured the town eliciting support (but how did he handle anyone who was reluctant?). He then engaged Kirk to carry out the work, but proved reluctant to pay up when it was finished (note the case is 1835, four years later).

The case contains other valuable information concerning the early years of Kirk in Sleaford, all irrefutable court evidence! A most important find.

NOTES
1. This provoked another court case, where the Rev Huelin, who owned a property on the corner of Northgate and Westgate (now Nationwide) objected to paying twice, although that is what Preston asked for. (Stamford Mercury, 14 March 1834). Such an incident might partly explain Preston’s reluctance to pay Kirk – but see Note 2.
2. While Preston was employing the Kirks, Charles Kirk, in his capacity as Surveyor of Bridges for Kesteven, was employing Preston to build those at Edenham and Sedgbech. The aim of Preston’s case was to offset these payments against his debt. The jury said that his contract in Sleaford was with the brothers in partnership, a different legal entity from Charles Kirk by himself.

Grateful thanks to Dr Simon Pawley, who drew my attention to these newspaper reports (and others relating to our common interests!).

RAF Fylingdale and Robey’s

I read with interest Peter Stevenson’s article ['Jodrell Bank and Robey’s', page 8, Lincolnshire Past & Present 89, Autumn 2012]. I’m sure many readers who spent their holidays on the coast near the North Yorkshire Moors would remember passing the large ‘golf balls’ of RAF Fylingdale. When the time came for their replacement one of the reasons given was that the vital load-bearing bearing had worn to its tolerance, and replacements were unavailable due to the closure of the supplier, no doubt Robey’s, as the design was almost the same as Jodrell Bank in principle.

Adrian Bailey
Willingham Roadman’s Hut

The little brick building pictured recently came into view beside the Market Rasen to North Willingham road, following clear-felling of a block of trees within Willingham Forest. There is little about it to attract attention as an historic building, in fact there could not be a less imposing or plain brick pile than this. Yet it has an interesting tale attached to it and one that, as far as I know, has not previously been recorded other than by oral tradition. I can remember when it was previously visible, before the recently felled trees had grown up. My father drew attention to it one day when we were driving past and explained that it had been built by Miss Boucherett [See Notes & Queries 89:4 Jessie Boucherett] who regularly passed along this road to and from her nearby family seat of Willingham House.

In the days before tarred surfaces, main roads required continual maintenance and were divided into lengths, each allotted to a regular roadman who would work his way up and down his length repairing pot holes, cleaning ditches, spreading gravel and so on, in a continuous cycle of year round tasks. It was regarded as a hard job, requiring heavy labour, being out all weathers away from shelter, and working long hours alone. Miss Boucherett is said to have noticed, and pitied, the man on this stretch of road, toiling away every day, and in particular that after each day’s work he had to carry all his heavy tools all the way home and bring them back again the next, this being a stretch of road far from the centre of the villages and towns round about. So Miss Boucherett had this little hut built on her own land and at her own expense, a few yards off the road, so that he could store the tools near his work and make his life that little bit easier.

The ruined building is on the south side of the road, close to the milestone 13 miles from Louth.

Chris Padley

Short Ferry

William Rook’s query about Short Ferry and Ferry Hill Farm [LPQ 89:7] caused me to look at various bits of information I have gathered over the years about the parish of Fiskerton. None of them prove that there was a ferry across Barlings Eau (which would indeed be short!) at the eastern end of Fiskerton parish. It does seem logical though that there should have been some means of crossing Barlings Eau to allow travel between Fiskerton, Stainfield and Bardney parishes.

The name Short Ferry is certainly persistent from before the 1640s, as there was a tithable property at Short Ferry from before enclosure. The fact that a toll bridge was eventually built there may also be an indicator.

I have listed my information below in the hope that it will be of interest and that more information will be forthcoming from others. I shall certainly be looking out for more details in further researches.

Short Ferry House

The earliest record for the property that I have for Short Ferry House is 1647 in a list of properties that remained subject to tithes after enclosure in the 1640s. The record is found in Fiskerton parish records at Lincolnshire Archives [LAO]; the record says that a dwelling called Short Ferry House, with fishing grounds and ‘appurtenances’, had previously been the property of John Hodgson, now the property of Philip Hodgson and occupied by a Michael Vicars and was still subject to tithes. To me this suggests that a property of this name had been in existence before enclosure. Later records from the same source show that by 1724 the house was ‘now down’ but
that it had stood in the grounds of a house, which by then was occupied by John Gresham who also had 50 acres and ‘the fishing’. The fuller description in 1724 gives the names of the fields, including fish ponds in Home Field, and the bounds of the property, so that it is, without doubt, on and around the site of the present Tyrwhitt Arms Inn where Greshams were the first licensees.

**Short Ferry Inn**
The surviving alehouse recognizances show that Short Ferry House became licensed premises in the very early 19th century, when the first recorded licensee was Joshua Gresham, who is described as ‘of Short Ferry’.

By 1826 the name Tyrwhitt Arms was being used and Joshua was still the licensee. However, Short Ferry Inn is the name the 19th and 20th century trade directories most often give the premises: the census returns describe the premises once as the Tyrwhitt, once as Short Ferry Inn, and at other times just give the location as Short Ferry.

This suggests that Short Ferry was the name that local people gave the pub and the area. Most licensees were also farmers up to 1901, as was common, and one was also a brickmaker – possibly at the brick pits on the south side of Ferry Road (sometimes called Short Ferry Road) opposite Fiskerton Long Wood.

**Ferry Farm/Short Ferry Farm**
This farm stands on Ferry Hill, which rises from the River Witham to the dizzying height of over 25 feet.

Deeds to the property show that it was called Ferry Farm from before 1749. Records from the Church Commissioners’ 1853 leases refer to the farm as Ferry Hill Farm, of which the property and land were formerly part and parcel of Fiskerton Woods and let with them.

The first edition of the 25 inch Ordnance Survey map, surveyed 1886 and published 1887, calls the farm Grub Hill but this is properly the name given to a small area formerly within Fiskerton parish, but now located on what became Branstion Island, which is listed in the titheable properties after the enclosure of Fiskerton in the 1640s.

However, Grub Hill was used as the name of Ferry Hill Farm in two trade directories, of 1856 and 1889. The censuses of 1851, 1891 and 1901 call it Ferry Hill Farm while the census of 1881 simply describes the location as Short Ferry Hill.

**Map Evidence**
A drainage plan of the River Witham from Lincoln to Boston, surveyed in 1733, names Barlings Eau, Short Ferry, with buildings marked, and Grub Hill in the correct location on the other side of the Witham.

Another drainage plan, surveyed in 1792 by James Green, shows Barlings Eau with the word Ferry by the side. The surveyors’ original surveys would perhaps have given more definite information as the plans as published are at a reduced scale from the originals.

The 1792 plan also shows a building on or near the site of Ferry Hill Farm, which it calls Wadclose, which may tie in with the Church Commissioners’ comment that the property was once associated with the wood (Fiskerton Long Wood).

A further plan surveyed by Rennie in 1803 again shows Barlings Eau, Short Ferry, with buildings, and the line of the new cut for the Witham, leaving Branstion Island between the new and old lines of the river.

None of these plans shows roads or a bridge. These plans are reproduced in *Maps of the Witham Ferens*, edited by R C Wheeler and published by Lincoln Record Society. The first edition of the 1 inch OS map, surveyed 1818 to c1820 and published 1824, shows a bridge over Barlings Eau as do subsequent OS maps.

**Local Knowledge**
The bridge was a toll bridge in the early years of the 20th century, so presumably it had been built as such. The parish council contacted Welton District Council in 1900 to try to get the charges dropped – discussions that were still going on 20 years later.

Fred Thompson in his memoir *Yellowbelly Youth: a Fiskerton Boyhood* recalls that Mrs Hand, the landlady at the Tyrwhitt, had to open the locked gate on this side of the river to allow you to cross, and collected the toll. However, as you had to ring a bell to alert Mrs Hand, pedestrians could often climb over, and cyclists could lift their bikes over and pedal away before she could catch them.

Fred also says that in the 1920s the road was only top surfaced as far as the school, after which it was stones, albeit tolerably smooth and even. It would appear from the parish council minutes that by then the Welton District Council was responsible for the tolls, but that does not explain who built the bridge or when exactly or whether it replaced a ferry.

**Archaeological Evidence?**
The Historic Environment Record number 52906–ML.152906 relates to the monastic Grange called Barleymouth Grange that belonged to Stainfield Priory, later being let to the Tyrwhitt family. The grange was mostly in what is now Stainfield parish, possibly once in Branstion parish, before drainage improvements in the late 18th century and again in the early 20th century straightened its previously meandering course.

There is apparently evidence of a building, fishing, fish processing, and of medieval and post medieval pottery.

*Sally Scott*

Who was I?
Answer: Æthelstan
NEW IN THE COLLECTION
Antony Lee describes the museum's recent acquisition...
Bronze Age penannular ring found at Welton

The Collection has recently acquired a new example of Bronze Age goldworking, found in Lincolnshire and reported as Treasure, increasing the number of these important early pieces in the museum’s collections.

In September 2011 a metal detector user discovered a Bronze Age gold penannular ring at Welton, northeast of Lincoln. The ring, measuring only 15mm in diameter and weighing 10.67 grams, consists of three solid strands of gold soldered together. X-ray fluorescence analysis at the British Museum’s Department of Conservation and Scientific Research revealed that the surface of the ring consisted of 83-85% gold, 14-15% silver and approximately 1% copper.

The ring is superficially similar to a growing number of Bronze Age penannular rings found in Britain, and to the only other example currently known from Lincolnshire—found at Gayton le Marsh and now also in the collections of The Collection. The rings date from the Middle to Late Bronze Age (c.1300-1000 BC) and are therefore indicative of the earliest uses of gold found in Britain.

The purpose of these penannular rings is still not fully understood. Solid examples (consisting only of one thicker piece of gold), are often referred to as ‘ring money’ and thought to be an early form of currency. Another suggestion has been that they were worn in the hair as ornaments. Of course, it is misleading to draw a firm line between ‘currency’ and ‘jewellery’, as an object of value designed to be traded or given in gift exchanges could also be worn as high status jewellery. Important finds in Cambridgeshire, Berkshire and Norfolk of penannular rings threaded onto gold wire have provided an alternative method of wearing or storing such rings. In these instances, six or seven rings were found together.

The Collection would like to thank the Friends of Lincoln Museums and Art Gallery for their kind support in enabling the museum to purchase this important object.

NOTES & QUERIES 90:8
Page Woodcock

I should like to contact Mr Peter S Richards who wrote the leading article for Lincolnshire Past & Present, issue 89, Autumn 2002. I want to thank him for sparking my interest in family history research, as well as seeking his approval to quote from the item and to acknowledge his scholarship when I give a talk to the Louth branch of the Lincolnshire Family History Society in March.

His article mentioned members of my family about whom I knew nothing. However, since 2003, I have found out many facts about my great-great-grandfather Page Dewing Woodcock and his son Page Horner Woodcock, as well as their siblings and their children. These commercial pill makers of the second half of the 19th century marketed their main product, ‘Page Woodcock’s Wind Pills’, in a wide number of countries, including the USA where their product was sold alongside the new invention of Heinz Baked Beans.

Page Horner Woodcock left Lincoln in 1907 for Hornsey, Middlesex, where he continued to manufacture patent medicines. He wrote a short autobiography and became a writer of children’s books.

I have learned that one of Page Dewing Woodcock’s sons, Arthur Woodcock, was a bigamist, and that another of his sons, William Henry Woodcock, ended his days in an asylum for the insane in the USA.

Ray Woodcock, Louth

The author has written a series of pieces about places in the county with Banks' associations. Starting with Revesby we proceed anticlockwise around the county from Horncastle and Spilsby and via Fens to Boston, Donington, Aswarby, Sleaford ending up in Lincoln. On the way we are also offered portraits of others who share Banks' Australian connections – Flinders, Bass and Sir John Franklin (concentrating on his time as Governor of Tasmania).

The first quarter of the book consists of a time-line and a concise account of Banks' life and activities. The author emphasises both Banks' own personal contributions to our botanical knowledge from his own voyages and the sponsorship he provided for others visiting the then unknown Pacific region. The other main themes are his involvement in so many schemes of national importance using his friendships (including that of the King) to develop the colonies through agriculture and trade and how his presence in the chair at local meetings enabled new schemes to improve the same agriculture and trade in this county. If you wanted something done and Sir Joseph's interest was involved generally the project succeeded.

The bulk of the rest of the book is divided into the sections on the places above. In most cases there are maps with numbered references to the places then described in the accompanying text. Oddly, two sections 'Forest Walk' and 'The Fens' do not have maps; the former describes Tumby Wood and the adjoining wooded areas with notes on the types of trees, while the latter consists of detailed notes on the schemes Banks supported for the eventual drainage of the fens, using the services of John Rennie, followed by clear descriptions of a drive from Revesby to Hagnaby Lock on to Hobhole Drain and Sibsey, ending up in Boston. Along the way are indications of the schemes and their effects, including the buildings associated with the water drainage.

The places chosen for description in the towns visited on this circuit vary a good deal. Many sites have little real connection with Banks though interesting enough in their own right as places worth seeing in those towns. In many cases the association with the great man is only of the order 'he chaired meetings here' or (of the White Hart in Lincoln) that is where he stayed when he attended Lincoln Races and the Stuff Ballis in the Assembly Rooms. Nevertheless, there is also much evidence of a good deal of recent research especially in visiting the places and noting the changes since Banks' time.

While, therefore, some of the material is a little tenuous in its connection with Banks this is an enjoyable read. It should encourage readers to get out and visit the places often vividly described for they will be generally well informed on what to see. I take issue with the map marking where the original Flinders House in Donington was sited.

The book is a delight from the design point of view. Several artists have displayed their talents in providing drawings of many of the places, along with fine plant pictures and they are scattered throughout; the only minor quibble is that the reviewer's old eyes sometimes found it difficult to read some text where the picture had been superimposed. It will make a very nice, useful and interesting present on the life of a man who achieved so much for this county and the country.


This is the first in a series of booklets devoted to the history of Ayscoughfee Hall in Spalding from the 15th century to the present day.

It is an attractive publication, well laid out with colourful illustrations. Here the story of the building of the Hall is told in some detail, with descriptions of the techniques used in making the vast quantity of bricks needed in building a property of this size and of constructing the impressive timber roof of the great hall. An insert explains how the use of dendrochronology for dating some of the timbers also helped to establish the date for the building of the Hall at 1451: thus upgrading Ayscoughfee Hall to a Grade One listed building. A plan of the original layout of the ground floor helps the reader to understand the uses of the various rooms and the social importance of the arrangements. The author gives us a picture of Ayscoughfee in the fifteenth century in all its splendour, and a flavour of life in a medieval hall belonging to a man of wealth and standing in society.

What remains unresolved is the question of who was responsible for building the Hall. Was it Richard Aldwin the traditionally accepted builder, or a member of the Gayton family, or even an Ayscough from north Lincolnshire wanting to
impress people by his wealth? The
author discusses the possibilities, but
admits that there is no documentary
evidence to prove who the builder
was.

However, Richard Davies gives both
a clear, up-to-date description of this
medieval house and an appraisal of
its importance at the time of building
and today, when in architectural
importance, it ranks alongside
Tattershall Castle and Gainsborough
Old Hall.

For anyone interested in
Aystcoughts Hall this is a valuable
study. For the visitor to the Hall
it is an attractive purchase, small,
informative and colourful. I look
forward to the rest of the series.

Rose Clark, Market Harborough

FULTON, Terry. A treasure beneath
our feet: the fields of Belton in
Ashenine. Ulverston (Cumbria),
No ISBN. £1.99 pbk.

This is an off-print of an article
that appeared in the Society’s
annual volume Lincolnshire History
& Archaeology for 2004. The
publisher’s address is: 2 West Green,
Blokgg Park, Ulverston, Cumbria.
This item is available in the Society’s
Bookshop on Steep Hill, Lincoln.

GREENE, James. Rough seas: the
life of a deep-see fisherman. Stroud,
pbk.

The author was destined for the sea.
His memoir starts by recounting
the voyage in 1938 (the year the
author was born) made in very rough
conditions in a storm off the west
cost of Scotland when the ship’s
rudder was smashed and the ship out
of control. By some miracle repairs
were effected and the crew returned
home safely to receive rewards for
saving their craft. His father was the
skipper and, during the war, served
with the RNVR and was awarded
the DSO. And so, aged 8, his father
took him on his first trip on a fishing
trawler from Fleetwood where he
was then living.

This voyage fired his ambition to
be a seaman like his father and the
book recounts his progress. The
family had moved to Grimsby by
the time he went to sea almost as
soon as he left school. The book then
recounts, in detail that will impress all
interested in the Grimsby fishing
fleets, his progress, ship by ship
(complete with photographs).

His first real vessel was Northern
duke on which he sailed with his father in
1954 and then only on the basis that
if, after three voyages, he did not
want to carry on, he would go back
to Fleetwood. Clearly that did not
happen since, by the time he retired
in the 1980s, his chapters retell life
on board more than twenty other
vessels while he worked up from
deckhand through the ranks until he
became skipper, mostly with the firm
of Sir Thomas Robinson & Sons.

All the fears and hardships endured
by our deep sea fishermen are clearly
recorded and the author’s vivid
memories of the day to day working
on the ships make for a gripping
read, particularly of the hardships
of fishing in the freezing northern
waters of the Faroes and Iceland.

This is a fine record by a real
seaman of what men have endured
to put food on our tables. As Austin
Mitchell, MP for Grimsby, says in
his foreword we won’t see the like of
such men or such an industry again;
this book bears that out.

HICKSON, Patricia. Sir Joseph
Banks: a tribute garden: a selection
of plants and their histories.
Horncastle, Sir Joseph Banks Society,
2011. [31] pp. No ISBN. £4.95 pbk
(copies available from the Society,
Bridge Street, Horncastle LN9 5HZ –
postage extra).

This comparatively new county
society is already producing very
worthwhile publications. This little
book is an excellent example (see
above also, under Burton). At the
society’s premises in Horncastle a
garden has been planted as a tribute
to Banks’ many botanical efforts
in finding and bringing back newly
discovered specimens himself or
causing others to perform the same
task on voyages he helped to arrange.
The result here is a colourful
collection of photos of some
35 plants with notes on their
provenance. A short note on Banks’
life precedes another on his voyages
with the Endeavour and James Cook.
For its modest price botanists will
acquire a delightful booklet.

KINE, Winston and
WILKINSON, Ken. Skegness
past & present. Stroud, The History
6012 3. (Britain in old photographs).
£12.99 pbk.

The late Mr Kine wrote 16 books
on Skegness and the coast between
1969 and his death in 2010, aged 98.
His son David has provided more
pictures from his father’s archive and
Ken Wilkinson, with a short potted
history, has completed the task that
Mr Kine left unfinished.

The book is divided into six
sections, two relating to the main
town, two to the seaside and the last
two devoted to churches, schools and
hotels. There are two photographs
to each page and, as one would
expect, informative captions. While
a ‘before and after’ method has not
been followed the placing of older
pictures alongside more recent views
does give a good idea of the many
changes that the town has undergone
during the last century. Many of the
usual Skegness postcards appear
here but there are a number that are
new or were not even used in the
previous books; that only adds to the
value of the present volume. It is a
fitting memorial to a well-known and
respected local historian.

KING, Gemma. Haunted Spalding.
£9.99 pbk.

The sceptic tends to think all these
tales of ‘things that go bump in the
night’ are the products of minds
slightly off kilter. Nevertheless, one
accepts that there are more things in
heaven and earth than we dream of
and a lot of quite sane folks who feel
strongly that they have been present
at something they call ghostly or
believe others who have had some
such experience.

Mrs King starts off with a chapter
about the apparatus that she uses in following up reports of extra-sensory phenomena, though in only a few cases does she report on their being used. In the greatest number of her investigations she has interviewed the people who have noticed odd goings-on, taken photographs of the sites and left it at that. Most of these examples refer to either mysterious ‘presences’ or the movement or disappearance of objects, all of them occurring in pubs, shops or hotels; only in one case, it seems, in private premises unless we class Ayscoughfee Hall also as a private house.

Not all the investigations are in Spalding – a quarter of the book looks at places in Holbeach and Long Sutton with longer accounts for the Granary Hotel in Long Sutton and the Chequers in Holbeach.

This is a well written book that will intrigue readers. The bibliography seems to have had no other function than to help provide dates for some of the older buildings under surveillance since there are no references to any of these sources in the text; the inclusion of the book on Holbeach that I and four friends produced in 1988 is especially odd since it has no relevance to the present subject matter.

LINCOLNSHIRE FAMILY HISTORY SOCIETY. Manor of Coningsby Court Roll, 1731-1854. Lincoln, LFHS, [2011]. 1 CD. £5 (or £6.20 by post from LFHS Sales, 11 Station Road, Bottesford, Scunthorpe DN17 2SF).

A record, once in private hands and now in Lincolnshire Archives (Thimb/6/3/1) has been here transcribed in full and provided with many additions to make it more user friendly, particularly for local and family historians.

The first 13 pages are taken up with facsimiles of pages of the manuscript, the original short index of surnames and its later extended version with references, a list of places (as far afield as Leeds and Westminster) and a glossary of terms. The records refer to the meetings of the officers and members of the ‘jury’ – meetings usually at Coningsby (though the very last in 1854 was actually held at Horbling). The date of each meeting is given, the list of those present and then the various matters brought before the court. In the greater part this is a record of misdemeanours, very largely centring on trespass, over-grazing and damage to property with the fines imposed on the named miscreants.

Other records refer to transfers of land or the taking over of property, again with the names and the fees involved. Use of these records would allow the researcher to trace the history of particular lands and buildings and, with the indices, follow the lines of local families. Altogether there are 346 pages all very clearly laid out. The insert leaflet gives all that is necessary for easy navigation of the files. The LFHS has made available, very cheaply, a source of immense value.

MEEDS, Robert. Holbeach cemetery chapels; researched and compiled by Robert Meeds... with... Gavin Chase and Students of the George Farmer College, Holbeach. The author, 2011. 28pp. No ISBN. £2 pbk (or £2.50 by post from the author, postmaster@robertmeeds.plus.com).

A new group has begun researching aspects of Holbeach. Its first effort concerns the two cemetery chapels – one for the C of E (consecrated in 1852 by the Bishop of Lincoln) and the other for non-conformists (never consecrated). The two are linked with an arch in the middle. The bulk of this booklet is taken up with the inscriptions and gravestones. Analyses are provided of the people buried there, lists of those buried in the two world wars and the occupations of the dead. Examples of the verses on the graves follow along with several family histories. An unusual final section deals with the flora and fauna of the cemetery.

This is an interesting survey of an exceptional pair of buildings.


The author has written extensively on the town, especially making use of the archive of his former employer the Grantham Journal – in providing a series that covered the last two centuries. Now he follows a well worn path by providing a sequence of older pictures on the same pages as more modern photographs taken from roughly the same vantage point. After a very brief history the pictures follow no significant pattern. A pair of street scenes may be followed by, for instance, the newspaper offices or one labelled ‘bombing’ or, another oddity, Grantham Civic Trust (two views of the detritus found in the canal). Many pairs focus on individual premises and thereby reveal the author’s chief intention, i.e. to illustrate the many changes that have taken place in the last 100 years. The captions are lively and full of detailed information that reflect the author’s specialised local knowledge.

In spite of, and perhaps that is part of its charm, the seemingly random tour of the town through pictures the book will be of great interest to all who have associations with Grantham. The older black and white pictures show up very well and lose nothing in contrast with the modern coloured views.


Mr Lyon led a number of surveys of a plot near Pinchbeck village; there is one plan (of the site only) but no indication of the relation of the site to Pinchbeck village; the text provides no clue for the non-local. Allen Archaeology, a firm in Brantston, became involved in 2009 since the finds pointed to a site of some historical value. What seemed a medieval wall led to a number of trenches being dug that later revealed
a moated building against the River Glen and probably 13th century.

Further finds suggested occupation after the dissolution of Spalding Priory in 1640 - the site, it is suggested, built from Priory stone and forming part of the wharf. Present thinking is that the site became disused in the early 18th century.

This glossy pamphlet is full of coloured illustrations relating to the site works and the various finds. This is by way of being an interim account since, it is acknowledged, much has yet to be done.


Mrs Price has published a number of books about her home town of Market Deeping over recent years. Now she has been commissioned to take a wider view and discuss and illustrate the river, which starts in Leicestershire and ends up in the Wash after travelling through the south of the county.

One might expect that she would start at that original fount and follow it through its Fenland progress. The approach is topical with an initial chapter on Waldran Hall followed by six sections devoted to: watermills, sport, floods, wildlife, dredging and freeze-ups. Waldran Hall provided an important crossing of the Welland and was situated in Maxey parish, Cambridgeshire. Her historical note leads the author on to a discussion of the Welland’s earlier history starting with an Act of 1571 to make it navigable from Stamford to the sea.

From this point the book becomes a series of old and modern colour photos to illustrate the above sections. The captions are fairly minimal but there are interspersed among the pictures more text on the mills and locks and any important houses supported by quotations from the Stamford Mercury and other documents. There are a number of lists of owners of the various mills, which family historians as well as molinologists may find useful.

There is still a good book to be written about the whole river. There is nothing here of the river west of Stamford and both Stamford and Spalding receive little more than a few pictures between them and the outlet to the sea is not covered at all. There is one map from Dugdale (1772) and a very small piece of an (unacknowledged) OS map showing the area east of Stamford to Deeping. It is a colourful wander along the river banks but the emphasis is strongly on the Deepings area.


David Saunders is an authority on the history of Caistor, and has spent many years meticulously researching and writing about various aspects of the town. His latest publication is a comprehensive study of the Market Place in which he considers each property in turn, starting with the southwest corner (Plough Hill, in fact), and finishing with the Windmill Inn. Each building is illustrated by a modern photograph. The last part of the book contains general comments about the Market Place and the role it has played in the life of the town over the years. A section at the end entitled ‘Times gone by’ shows three 19th and early 20th century views, notably of the bus bound for Grimsby on 10 July 1901.

David Saunders is to be congratulated on this very interesting, well-presented and attractive book, which is another valuable contribution to our knowledge of Caistor history.

Rosalind Bayes, Lincoln


The foreword to this book’s earlier version in 1992 is quoted here and Lincoln WTA tutor says: ‘There is something about Maureen Sutton which makes people tell her things that they wouldn’t divulge to another living soul and this quality . . . makes her a natural oral historian’. This is very clearly borne out in this volume. It is not a revised edition, it must be said, but a completely reworked collection of what she has been told, and the editor, Shaun Tyas, must take enormous credit for his work, not only editorially but also as her publisher.

When we are warned that people tell the author things they would not normally say outright this applies very clearly to the subjects here. It may well be that, in the 1930s and 1940s, adults were more reticent in talking of sexual matters, especially in a family context, and that children were much less informed in such matters than they appear to be nowadays; however, those children and young adults have now reached old age and many have lost any inhibitions they might have had in speaking very freely to the author.

And how many they were too — the list of people and groups extends to six closely packed pages and covers all parts of the historic county as well as bits of our neighbours.

All told there are two main sections — sexuality and superstition — sixteen chapters all told, each with many subdivisions. The first and by far the greater part covers the widest possible spectrum; from childhood, through puberty, courtship, the wedding day and night, pregnancy and birth, divorce, and deviant behaviour. The second section is concerned with the superstitions surrounding death and particularly the rituals connected with funerals and burial. It would be impossible to list here all the subjects dealt with but, as an example, the section on wedding day takes nearly forty
pages, starting with ‘Giving up work for marriage’, the banns, wedding dress requirements and accessories, the ceremony and all that is involved with best man and bridesmaids, the reception and gifts.

Much of what appears in this section could just as easily have been described as superstition; examples include the bad luck brought on by the bride seeing herself in a mirror in her full wedding outfit, or the bridegroom seeing his bride kissed out before the big day, or the choice of other colours than white for the bridal dress (wearing green means that you will end up a widow, wearing black, is one example; in a family journal I can’t relate what the wearing of green at Waddington or having a red hat might mean). There is much else along these lines, for instance when the birth of sickly babies is discussed, frequently described in one way or another as the result of ‘sinful’ behaviour.

What comes out very clearly is the contrast between the frequently described youthful ignorance in sexual matters 70 or more years ago with the perceived view of youth nowadays; those interviewed are now much less inhibited in the way such matters are discussed. Overall this is a fascinating contribution to the history of social customs and beliefs.

Mrs Sutton has clearly exercised her powers of persuasion in getting hundreds of people to talk quite freely to her; the result is a book full of insights into lives very different from those of our modern times; there is humour and much that will seem unbelievable. It is a very well produced and modestly priced book with a good selection of illustrations, helpfully keyed into the text and including ‘saucy’ postcards mainly from and advertising the various pleasures at the county’s seaside resorts.

WARD, Brian. *A history of Market Rasen railway station, 1848-2008*. RASE Heritage Society and the Market Rasen Station Adoption Group, 2012. [40]pp. No ISBN, £2 pbk (or £3.50 by post by contacting: raserheritagesoc@btinternet.com). An A4 sized pamphlet telling you all you want to know about the now defunct Market Rasen station from its opening in 1848 to its eventual taking out of service in 1981. The line from Grimsby to Lincoln and beyond is, of course, still in use.

MUCH research has gone into this work and it is fully illustrated with photographs, old documents and maps. At its price it is a bargain for all interested in the county’s railway history. It also seems to me to point to the curse of short-sightened that bedevils decision making in what one might expect to be a service related industry. The effect of the closure on the local town was clearly not a consideration.


This concise, informative and generously illustrated book distils a significant amount of research. Catherine Wilson has drawn upon an extensive network of individuals with a deep interest and knowledge of Lincolnshire breeds, which are the focus of this volume. Indeed, many of those acknowledged by Catherine Wilson at the start of the book have been directly involved with the rearing of the breeds that feature in this work. This ready familiarity with the county’s farm animals comes across clearly throughout the work.

Care is taken to locate the study of the Lincolnshire breeds into a wider national — and, in places, international context. The point is underlined by the inclusion of a foreword by Adam Henson, whose family has been much involved in the protection of rare breeds at a national level at the Cotswold Farm Park in Gloucestershire.

This book places emphasis upon the wider significance of the Lincolnshire breeds by quoting extensively from the works of prominent national commentators ranging from Daniel Defoe in the 17th century and Arthur Young, the writer most associated with the classic period of the Agricultural Revolution, to H Rider Haggard at the beginning of the 20th century.

Chapters are dedicated to each of the prominent Lincolnshire breeds — Lincoln Longwool Sheep, Lincoln Red Cattle, Lincolnshire Curly Coat Pigs, Lincolnshire Buff Poultry and, perhaps a little controversially, the Shire Horse, descended in part from the Lincolnshire (and Leicester) Black Heavy Horses that, along with the Surtel or Suffolk Horse, were the only heavy-horse breeds in England at the start of the 19th century.

The book outlines the current state of the surviving Lincolnshire breeds, which appears somewhat mixed; the healthiest prospects are enjoyed by the Lincoln Red Cattle whilst the state of the Lincoln Longwool is described as ‘stable’; and there are ongoing concerns relating to the future of Lincolnshire Buff Poultry, with only a few people now rearing the breed. The tale of the now extinct Lincolnshire Curly Coat Pig is of course a rather sorry one, though the chapter devoted to this breed ends on a positive note. Following the demise of the breed in the early 1970s the recent return of pigs with curly coats to Lincolnshire is outlined.

As is made clear at the outset of the book, more comprehensive histories of some of these Lincolnshire breeds are available. The distinctiveness of the book is that it provides short histories of all of the Lincolnshire breeds. Whilst it does this very effectively, it might have been useful within the introduction to define what, technically, constitutes a “breed”.

Very occasionally, minor typographical errors, omissions and inconsistencies can be detected: on page 6, reference is made to the demise of the Lincolnshire Curly Coat Pig in 1973; on the following page, it is reported that the breed became extinct in 1972 (which appears to be the date referred to.
in most other sources); and the bibliographical entry for Thomas Stone's `General View of the Agriculture of the County of Lincoln' in 1794 seems to be incomplete.

Overall, however, this is an excellent introductory history based on considerable scholarship. The illustrations are a particular strength and are gathered from an impressive array of collections, both public and private. This book is an excellent place to start for anyone interested in learning of Lincolnshire's distinctive farm animal breeds.

Dr Andrew Walker, Rose Braduart College, Lincoln


The late Mr Wimsey collected a great deal of data concerning the county's gunsmiths and, thanks to the editorial efforts of Mr Crelland, Director of Museums in Hull, his work has now achieved permanent form. In his introductory pieces the editor outlines the history of gunmaking in this country and emphasises the unreliability of most of the early efforts. London and Birmingham were the key centres of large-scale production and it was only in the 1850s that the new factory at Enfield rivalled their productions.

However, the provinces also had a sprinkling of makers and Grantham particularly, being on the key route, the Great North Road, featured quite early in the trade. The book falls into two main sections, the first focussing on the three main county areas for gun-making, Grantham, Lincoln and Louth. Detailed treatment is given especially to three firms in Grantham including Newton's, which was a long-standing firm with a thriving business over several generations and producing quality guns, Three firms in Lincoln are also given more individual treatment here and no fewer than ten in Louth.

The second part is a county-wide gazetteer of, very often, small scale makers. While it is interesting to note how widespread the trade was with places such as Holbeach, Crowle, Caistor and Crowland featuring here it is disappointing not to have much more than names and dates for most of the records. As a sort of compensation a detailed appendix draws on records in Lincolnshire Archives to provide quite specific information on the dealings of William Gunnis of Louth. The first receipted bill under his name is dated to 29 June 1782 from Sir John Nethorpe (1744-99) for a gun costing £7-18-2. Further bills reveal the demands Nethorpe made in terms of buying and repairing guns with information on shooting practice in the eighteenth century.

While the provinces provided a local service in earlier days the large specialised companies have taken over the trade in its entirety, the only local firm now in that business seems to be Elderton's of Spalding. This well-illustrated volume plugs a gap in our knowledge of another county industry and the editor has done a good job in making the author's original research material available.


After evensong on Sunday 14 October the above book was launched at a pleasant ceremony marked by a talk by Professor Rosenheim, Emeritus Professor of English, Boston University. 2012 marks the 400th anniversary of the appointment of John Cotton as Vicar of Boston. Aged only 27, his views and puritanical approach to church ritual led eventually to his decision to leave England and sail to North America where he and his fellow "refugees" founded the modern city of Boston. Professor Rosenheim told us how his interest in Cotton began as an undergraduate, and his doctoral thesis reflected his intense study of Cotton in the USA. Here, however, he has gone back to his life in England and what the trials were, politically as well as religious, that led to the move from his home country.

This is an important study of a formative figure, not only in the history of Boston, Lincolnshire, but also in the widest sense of the county's history at the time of James I and Charles I and the events that finally led to the execution of Charles I.

A full review will appear in Lincolnshire History & Archaeology, 2012.

CAMBRIDGE UNIVERSITY ACADEMIC REPRINTS

Cambridge University Press (CUP) is reissuing scholarly titles, long out of print but of considerable interest to book collectors and academics. The Press advertises them as 'Books of enduring scholarly values'.

The Banks Society of Horncastle has been involved in suggesting a number of titles with particular reference to Banks, whose interest spanned so many fields - he has been dubbed 'The man who knew almost everyone'.

Books are issued on a short run basis and anyone can, it seems, suggest titles to be made available through the CUP website (http://www.cambridge.org/c/e). That is also the site on which can be seen all of the titles now being made available, not just those suggested by the Banks Society advisers.

The latter's list is too long for full description here but it is available in the Banks Society's Newsletter for July and available from the address above (see under Burton). Matthew Flinders' 'A voyage to Terra Australis' (2 vols. 1814), Smith's 'The life of Sir Joseph Banks' (1811) and the first edition (1789) of Gilbert White's 'The natural history and antiquities of Selborne... are just three of the titles on their list. Prices are not given.

There is a facility for buying the titles through the above website.