LINCOLNSHIRE PAST & PRESENT

No 25 Autumn 1996

CONTENTS

Editorial

The Clock Tower at Kingerby Hall, Kingerby  A.J. Wilkinson  3
The Equestrian Statue of Charles II at Gaultby  Maurice Ezwood  4
The Survey of Lincoln  Neville Birch  8
What is the Churches Conservation Trust?  Flora Murray  9
Notes and Queries  10
Lawrence of Arabia’s Lincolnshire Posting  Peter J. Gray  14
Obituaries  17
Faces and Places  18
Heights of Folly  Douglas Boyce  19
Lincolnshire Celebrates 150 years of Railways  Neville Birch  21
Book Notes  Christopher Sturman  22

The deadline for contributions to the next BULLETIN and the WINTER issue of Lincolnshire Past & Present is Saturday 1 NOVEMBER (earlier than usual because of Christmas rush!). Material should be sent to the Joint Editors at Jews’ Court, Lincoln LN2 1LS (Tel: 01522/521337, Tues to Sat, 10am to 1pm). It would help if articles are typed with double spacing and a good margin — send SAE to Jews Court for ‘Notes for contributors’. Also please contact if you use a word processor, as we can accept some disks.

Cover: Survey of Lincoln. Vacant shop, corner of Princess Road and High Street, formerly used as a grocer and general store. In the background St. Peter at Gowts church. (John Clipsham)
EDITORIAL

As we enter our sixth year of Lincolnshire Past & Present we seem to be holding our own, despite a few hiccups along the way. Currently we receive a steady stream of contributions, mostly from members, although we are not restricted to members. One of this quarter's contributors, Maurice Exwood, lives in Ewell, Surrey, and has written a good deal about brick in his area. Peter Gray writes about T.E. Lawrence at Cranwell. Does anyone know of any local recollections of his time there? This number is a mixture of 'people and places', although we are still low on archaeological contributions. Talking of Lincolnshire People and Places, both authors and SLHA members will be pleased to know that the book of that name published by this Society earlier in the year (and mentioned in the Summer edition Editorial), the Terence Leach memorial volume, has been very well received.

Our Notes and Queries section has been very successful lately, especially the subject of wells, holy or otherwise. Considering how few wells are particularly accessible or even known to the public this is highly encouraging. It is possible that we could consider highlighting other landscape features (dovecotes are one category that springs to mind) in order to try and draw up a list. A county gazetteer I saw a few years ago named three in Lincolnshire, although unfortunately one of the three was given as Chalton, which I believe is in Hampshire! I think we could do better. Strictly speaking they come under the general heading of 'industrial archaeology', but they will surely appeal more to our readers than wartime pillboxes did, or medieval tiles, both of which elicited practically a nil response!

Hilary Healey (Joint Editor)

* * * * * * * * * * * * * * * * *

SOCIETY FOR LINCOLNSHIRE HISTORY AND ARCHAEOLOGY
OFFICERS 1996-7

Chairman: Mr.N.C. Birch
Vice-Chairmen: Miss P.Wheastley, Mr.D. Start
Hon.Secretary: Mrs M. Birch
Hon.Treasurer: Revd. R. Loxley
Hon.Purchasing Officer: Miss E.T. Wagstaffs
Hon. Mailing Officer: Mr.D. Boyce
Hon. Postal Sales Manager: Mrs M. Birch

Hon.Journal Editor: Mr. C. Sturman
Hon. Editors, Lincolnshire Past and Present: Miss R.H. Healey, Mr C. Sturman
Hon Bulletin and Diary Dates Editors: Miss R.H. Healey, Mr.N.C. Birch

If you are writing to the Society with queries not related to this magazine, please address letters to the Chairman.
THE CLOCK TOWER AT KINGERBY HALL, KINGERBY

A.J. Wilkinson

Recently I was reminded that information comes down to us in many ways. Towards the end of 1994 our firm was party to repairs on the Clock Tower at Kingerby Hall. The following notes found inside give a brief history - although I suspect that not all those listed actually worked on the clock itself.

Robert Marris August 1880
Cleaned by J Page Oct 18th 1893
Cleaned by Geo Page April 5th 1902
H Sharp 1907
W. Colbeck Aug 24 1908
Cleaned by Page July 1921
C W Fieldsend 1924
C R Banks
Cleaned by Page Nov 1926
Nov 1927 2 new cords 99 ft each
Cleaned and Started by Tinker Long April 1941 and at other times assisted by Pte W Thompson
J A Long 3 Kings Road Hiching Harts
Pte Thompson, Ex France BEF, Ramsey Lane, portobello, Edinburgh, Scotland.
Charlie Flanders Ex BEF But Long The War 1941

Pte Williams B/57978 14/5/41
Sgt Robert Cott 18/11/42
Pte Alg Barton 18/11/42
Susan Horton, The forge, North Owstersby, Born 23/11/44
A Taylor 1946
Shila Sims born 25/9/46 North Lodge Kingerby
J Codd 1948
7/Sept/51 Steel cable fitted S Issatt TIMS
19/7/54 Steel cable fitted to strike
Overall and Cleaned by B N Taylor 9/9/60
G H Scott 1963
New Roof 1/9/63 Alan Taylor Kirkby
S Arnett, E Whitelaw 1/9/63
John Ablott Jan 1992

It also now bears the legend ‘woodwork repaired tower painted 1994 Northway Builders’

[The visiting soldiers will no doubt be far away by now, but maybe someone will recognise some of the other names or families? H. Healey, Joint Ed.]

Kingerby Stables and Clock Tower
THE EQUESTRIAN STATUE OF CHARLES II AT GAUTBY

Maurice Exwood

Fig. 1: From a wood-engraving in 'Old and New London, Walford & Thornbury, 1880'; a reproduction from an earlier engraving.

There is little to show nowadays of the past grandeur of Gautby, now a lonely agricultural parish of some 1500 acres and with a population of only thirty-eight in 1988.

Visitors are unlikely to realise that here stood what Leach and Pacey in their fine series on Lost Lincolnshire Country Houses described as 'one of Lincolnshire's greatest mansions'. Unless that is the visitor happens to enter the little church, built c.1750, with two-decker pulpit, and sees the monuments to the Vyner family which were brought here from St. Mary Woolnoth in the City of London.

It was the Vyner family who built a large mansion at Gautby in the mid-eighteenth century, standing in a great park. The house was demolished in 1874 (we shall see why later). All that can be seen today of the estate is one wing of the coach house, now a private dwelling, an ice house, part of the ornamental lake and some garden walling.

On an island in the lake stood at one time a large equestrian statue which, after the demolition of the Hall, was moved to Newby, Yorkshire, where it can be seen today. It is with the strange story about this statue that this article is concerned.

The statue is briefly described in the visitors guidebook of Newby Hall as:

a large equestrian statue made of Carrara marble. It originally represented King Sobieski of Poland trampling on a Turk. Sir Robert Vyner bought it in Leghorn in 1673, took it to London, changed the figures to represent Charles II trampling on Oliver Cromwell and had it erected in the old Stocks Market. The statue had to be moved when the Mansion House was rebuilt. In 1883 Sir Robert de Grey Vyner placed it in the park at Newby.

William Chaffers in his History of English Goldsmiths (1885) tells us that 'Sir Robert Vyner erected at his own charge at Stocks Market Conduit upon a pedestal eighteen feet high, an equestrian statue of Charles II trampling on an enemy with his horse's feet'. Chaffers gives as his version of the curious history:

Sir Robert, wishing to show his loyalty and gratitude at as cheap a rate as possible, obtained, through his agent at Leghorn, a white marble group, which was to have been erected in honour of John Sobieski, King of Poland, commemorating his conquest of the Turks, represented that hero on horseback, the animal trampling upon a prostrate Musselman.
By a little alteration in the faces, 'Sobieski was transformed into a very indifferent likeness of King Charles II and the prostrate foe into that of Oliver Cromwell... The group was unveiled on the day the King attended the mayoral banquet at Guildhall'.

The Vyner family clearly were not very happy with Chaffers' version; in the Vyner family history, written in 1885 by a descendant of Sir Robert, the author refers to the presentation to the King of the statue, adding that it stood on top of a new conduit, which 'on the occasion ran with claret for several hours'. He then goes on: 'some writer who has given a description of this figure, has stated or insinuated that it was a figure of John Sobieski, King of Poland trampling on a Turk, which Sir Robert met with in his travels abroad and purchased at a cheap price and had it altered to suit the occasion'.

There are many different versions in print of the story as to where the statue was made, who ordered it, who was the sculptor, how and when it came to London and where it was altered if at all; none quote a solid source for their pet versions and most of them must be fiction.

Some facts

The erection of the statue in Stocks Market, City of London (where the Mansion House now stands) on its eighteen foot pedestal, which housed a conduit for public water supply, was completed in time to be inaugurated by the King on his birthday and the twelfth anniversary of his Restoration on 29 May 1672. The statue, which is more than life size, was described in the London Gazette the following day as 'an excellent figure of His present Majesty on Horseback having a Turk or Enemy under foot'.

It was paid for by Sir Robert Vyner, who came to London in 1647, the year he was apprenticed to his uncle Thomas Vyner to whom he later became a partner in a successful London goldsmith and banking business. On the Restoration of Charles II he provided a new set of Crown jewels - replacing those which had been sold by his father to finance the Civil War. From then on he enjoyed a special relationship with the King, was appointed 'the King's goldsmith' in 1661 and made a Baronet in 1666. He advanced increasingly large sums to the Sovereign, needed to finance the extravagance of the court and, later, the Dutch War. To be able to continue to do so Vyner borrowed money from fellow bankers at a lower rate of interest than he charged to the King, whose credit status was so low that he had to pay 10% p.a. or more. The arrangement struggled on until January 1672, when the King's finances got into such a mess that the Exchequer stopped paying out, lenders being told that it was 'not convenient to pay the principal'. Vyner was owed over £400,000, an enormous sum equivalent to nearly £40 million in 1996 money, which was never repaid, and when he died he was deeply in debt. But none of this spoiled his good relations with the King, nor did it stop Vyner from spending money e.g. by setting up the statue as described, nor his becoming Lord Mayor in 1674, when Charles attended the banquet!

In 1737 the City Fathers decided to enclose Stocks Market and build the Mansion House for the Lord Mayor on the site, and in December of that year they advertised the market sheds and Conduit, Pedestal and Horse, for sale.

This led to an immediate, indignant letter from Mr John Huggins, pointing out that the 'pedestal and horse were erected at the private expense of Sir Robert Vyner Kn't and Bar't, in memory of the Restoration of Charles II'. Huggins stated that Vyner paid £100 for the pedestal besides the horse, which he bought in Rome, and the figure of Charles II placed thereon. He said that the heirs of the benefactor 'will not quietly put up [with] such abuse on their ancestor'; he has ordered to prosecute anyone who pulls the statue down or defaces it. The letter ends with a vague threat that any action may lead to a parliamentary inquiry 'how the water supplies are interfered with'. Mr Huggins is clearly writing on the instructions of Robert Vyner (1687-1777) - the grandson of Sir Robert's brother Thomas. He bought the Gauzy estate and was MP for Lincolnshire. The City Fathers took the letter seriously. The Lord Mayor called Robert Vyner at the House of Commons about his claim for the horse and told him he could have it; but Mr Vyner 'made no claim for it'. The following March the Town Clerk waited on Mr. Vyner who said that 'the statue had been erected by Sir Robert, by the consent of the City' and that it should remain their [sic] till waisted [sic] or Devoured by time'; he would have nothing to do with removing it, nor would he receive it. Later that month the statue nevertheless, was taken down and stored in the 'engine house'. There it apparently remained for over forty years.

This Robert Vyner later built Gauzy Hall, for which a date of 1756 is given by Nicholas Antram in Pevsner's
inherited Gautby in turn. The last one, a bachelor who lived there only occasionally, died in 1872 leaving the estate to his nephew (another bachelor), who did not want to live there, and the Hall was demolished, the contents and building materials being auctioned in October 1874.

Apparently the statue remained at Gautby until the death of this owner (the nephew) in 1883 when the estate - some 6,000 acres with twelve farms, came into the ownership of his brother. The father had married the heiress to the Newby estate, near Ripon, Yorkshire, to where the statue was removed. The Newby owners sold the Lincolnshire estate in 1919 for £250,000.

The adventures of our statue described so far can all be verified from reliable sources, none of which make any mention of the statue's origins, any alterations, nor any association with 'King' Sobieski.

John Sobieski was born in Poland in 1624 and adopted a military career at an early age in the turbulent times in eastern Europe. After a pyrrhic victory over the Cossacks and Tartars in 1667 he became - helped by his ambitious wife - commander in chief of the Polish army. In 1673 he won a splendid victory over the Turks. His reputation by now was so high that he was elected King of Poland in May 1674. His greatest fame, however, came when he commanded the armies which defeated the Turks - who were threatening to capture Vienna - in what is considered one of the decisive battles in European history.

Sobieski was very rich and when his granddaughter married 'the Old Pretender' in 1719, her dowry was twenty-five million francs and the fabulous Sobieski rubies. These have apparently disappeared, perhaps leading to the legend, told to us at Newby, that they are hidden inside the horse! Actually his son 'Bonnie Prince Charlie' had to sell them to finance his ill-fated campaign.

Two more Roberts, direct descendants of the builder,
through England and Wales) mention the statue but neither refer to Sobieski. Vertue has this to say: ‘The statue of the King on horseback at Stock Exchange was not done, only a block fit to carve, and was cut by --- Latham, sculptor near Fleet ditch’. Although Vertue relates the donation to Thomas Vyner, Sir Robert’s uncle, his attribution to Latham is accepted by later authorities, including Katherine Esdaile, an authority on monumental sculpture. In 1939 she corresponded with Rev. C.G. Barton, twice vicar of Gavety, about the sculptor of the Vyner monument in Gavety church. Jasper Latham, who died in 1693, was a master mason who as well as sculpture worked for Wren on the new St. Paul’s Cathedral.

The story of the statue originally being made to honour Sobieski does not seem to be mentioned until 1734 (some sixty years after it was erected in London), when it is vaguely noted in The Grub Street Journal. It is mentioned again by Benjamin Ralph who in 1736 published a largely disapproving review of buildings and statues in London. He is very scathing about the Stock Exchange statue, saying it was made for John Sobieski, king of Poland, but was left on the workmen’s hands and bought on the cheap by the City; ‘the polander was converted into a Briton and the Turk into Oliver Cromwell’.

I have found so far no reliable source for the story of the association with Sobieski, and having regard to the numerous different versions of this account, which mostly do not fit the recorded facts, as well as the sixty year gap before this story broke, I am very doubtful as to the truth of it.

We know that the statue was in London well before 1672, and probably as early as 1669, when Sir Robert first offered a statue of Charles II for the Royal exchange, which was refused, it being too large. That was five years before Sobieski became king of Poland and fourteen years before his decisive defeat of the Turks on which his fame is based. I cannot believe that anyone would commission a very large sculpture group for a man who had by this time not fulfilled a major role in Europe.

Possibly the story arose because the figure being trampled on was wearing a turban, but as Sydney Perks wrote in 1922, commenting on the history of the statue, ‘it is quite possible that in the seventeenth century an Italian working in Leghorn may have imagined the usual headress of Oliver Cromwell to have been a turban’. Perhaps the turban led to waggish versifiers (there are a number of examples on record) and the public ridiculing the statue. Defoe tells ‘that a certain famous Court Lady, I do not say it was the D...as of Portsmouth [Charles II’s mistress], being brought to bed of a son late in the night, the next morning this glorious equestrian statue had a pillion handsomely placed on it behind the body of the... with a paper pinned to the trapping of the pillon, with words at length, Gone for a midwife’. Defoe cautiously adds ‘how true it may be let those who saw it testify’. Whatever of the past, the statue at Newby, after its adventurous journeys of more than 300 years, remains an impressive monument.

I do not think that Gavety hall was ever a happy home; few Vyners ever lived there. Robert Vyner, the builder, and his wife are buried in the church, but I found no record of any Vyner baptism or marriage there. The author of the Vyner family history (1885) alleges that one of his ancestors (Robert Vyner, c.1685-1777) managed to dodge Sir Robert’s creditors for years and by sharp practice and an Act of Parliament, avoided the sale of Swakeley, Sir Robert’s country house near Ickenham (Middlesex), to settle the debts. This Robert finally sold Swakeley for his own account and built Gavety from the proceeds. This ‘skeleton in the cupboard’ may have haunted the house!

**SOURCES**

Chaffers, William (1833) Gilda Aurifabrorum, History of English Goldsmith and Plateworkers
Compton, Robin (1982) Newby Hall
Dictionary of National Biography (John Sobieski and Sir Robert Vyner)
Esdaile, Katherine A. (1937) English Monumental Sculptors (William Latham quoted as sculptor, later name corrected to Jasper by Mrs. Esdaile in a letter to the vicar of Gavety)
Gentlemens Magazine (28 May 1779)
Grub Street Journal (9 August 1734)
Gunnisse, Rupert Dictionary of British Sculptors. (Latham Jasper p 234)
Acknowledgements: I am grateful for the consent of the City Archivist to quote from the Records of the Corporation of London Record Office, and the Librarian, Guildhall Library, City of London, to reproduce the print of Stocks Market (Fig. 1). The statue at Newby (Fig. 2) was photographed with the consent of Mr. Robin Compton, Mrs. Carol Butler, and Mr. John French of Gauby, and Mr. Peter Walker of Lincoln have given me much useful help and information.

THE SURVEY OF LINCOLN: A REPORT

Neville Birch

This survey was launched at an inaugural meeting held on 17 June at St. Mary's Guildhall, High Street, Lincoln. A committee was established to continue the work of the Survey of Ancient Houses in Lincoln: its intention was to expand the area of research both geographically, to cover the whole of the City, and chronologically, to include monuments to Lincoln's industrial heritage.

Research will incorporate existing work on the older buildings and introduce new research from a variety of sources not relevant to the original Survey of Ancient Houses. Any structure built in or before 1945 will be considered by the Survey although the majority of the buildings covered will be of mid- to late nineteenth century date. The Surveys records will be compatible with the Lincoln City Council's Urban Archaeology Database, providing a complete record of the City's past from the beginning of Roman occupation in the first century AD through to the middle of the twentieth century.

The survey of Lincoln will continue the geographical
approach to publication and the first volume is intended to cover the City's southern suburb, Wigford, from Waterside South down to and including St.Katherine's Priory and the South Common.

There have been regular committee meetings, and more frequent meetings of the working sub-committee (held at Jews Court at the instigation of the Society for Lincolnshire History and Archaeology). Simultaneously work is going on dealing with schools, chapels, churches, shops, businesses and industrial premises. There are opportunities to read old documents relevant to the area. Two general undertakings exist; an in-depth look at a small area; and a photographic programme from the entire area. The former was carried out by a University of Nottingham Local History Diploma Group, tutored by Mrs. Mary Lucas, over one term of their course. They produced a competent case study of the land bordered by Waterside South, Melville Street, Norman Street and Sincil Street, researching the last three centuries. They also took photographs. The latter devolved on to six people. Using their own cameras, with film provided from Survey funds, they have spent much of their spare time systematically recording pre-1945 buildings. We are most fortunate that one of the team, John Clipsham, is also able and very willing to process all the films. Thanks mainly to his efforts we already have over 300 7" x 5" prints deposited. Other regular photographers are Chris Lister, Neville Birch and more recently Allen Smith; Dave Brook and Kate Steane have also contributed. Some of the prints, of Brays Hotel and St.Marks Railway and Bus Stations, were used in the exhibition that accompanied the launch of Fascicle 4 of the Survey of Ancient Houses in Lincoln, last October.

As well as hosting the working sub-committee the SLHA has members working on schools and business premises as well as on the photographic survey. But we need more members to contribute to this most important project. [Contact initially may be made with the writer at Jews Court, Lincoln. Address on back cover of this magazine]

WHAT IS THE CHURCHES CONSERVATION TRUST?

Flora Murray

Now she is in her ninety-second year perhaps few people remember the almost single-handed efforts of Mrs. Joan Varley, when she was Lincolnshire County Archivist, to stem the tide which in the 1960s threatened the closure and demolition of many of our Anglican churches. To Mrs Varley and others like her, including the late Canon Peter Binnall, we owe the fact that knowledgeable bodies were established, such as the Lincolnshire Old Churches Trust and, at the national level, in 1969 the Redundant Churches Fund - since 1994 re-named the Churches Conservation Trust. These bodies have been working to preserve churches or parts of churches which are no longer needed for worship, but which are of historic, architectural or archaeological importance, and it was detailed information on these aspects of the threatened Lincolnshire buildings that Mrs. Varley worked on and so provided ammunition which was used by her fellow campaigners. In this, the devotion to and continuing participation in the work of the Lincolnshire Old Churches Trust of the Revd. Henry Thorold have been and are an inspiration to all its supporters.

Nowadays in our region Mr. Bryan Lilley is the Field Officer, one of five employed by the Churches Conservation Trust in England to visit and make regular reports on each of the churches that have been saved for the nation. In April this year the total was 302 churches. Anyone who has not seen the helpful leaflets which explain the work of this national body, and the list (by Counties) of the churches concerned, can apply to Mr. Lilley at Verulam, Mill Ride, Wellingore, Lincoln LN5 0DW, or see them at the Jews Court bookshop. The Lincolnshire list is as follows:

Barnby le Wold, St Mary
Burlingham, St John the Baptist
Burwell, St Michael
Buslingthorpe, St Michael
Clixby, All Hallows
Goltho, St George
Great Steeping, All Saints Old Church
Haceby, St Barbara
Halham on Bain, St Benedict
Haugham, All Saints
Kingerby, St Peter
Normanton, St Peter
Normanton, St Nicholas
North Cockerington, St Mary
Redbourne, St Andrew
Salterby, All Saints
Skidbrooke, St Botolph
Snaeford, St Lawrence
South Somercotes, St Peter
Theddlethorpe, All Saints
Yarburgh, St John the Baptist

Visitors are welcome at the Trust’s churches as well as to those in the care of the Lincolnshire Old Churches Trust. Details of the latter are available from the Hon. Secretary: Lt.Colonel C.R. Rodwell, Diocesan Office, The Old Palace, Lincoln LN2 1PU. Perhaps SLHA members and others not already involved with either of these Societies can encourage visits and support in general for both these Trusts. [I took a group to Great Steeping this August. H. Healey].

Snaeford, St Lawrence, noted for its monuments to the St Paul family, is the latest church to be added to the list, Lincolnshire’s twenty-first vesting.

Mr. Lilley has written of his pleasure at seeing the bell restored to the vacant turret of the little church of St George, Goltho, near Wragby. This church was acquired by the Trust in 1978 and the Rev. Henry Thorold wrote a guide. The church is of red brick with nave of 1538 and the chancel seventy years later, with contemporary furnishings. The Victorians added a turret on the west gable end in 1844 and hung a bell, which was lost when the church fell into disuse. The newly-hung bell, dated around 1866, came from Amber Hill, near Boston, and now swing-chimes again beautifully at Goltho. The cost has been met by a film company which wished to use the church for a wedding scene. A real wedding held there two years ago was the first for 112 years!

Above: Cover of original leaflet, attractively designed by Twink Addison, showing Clithby font. [But note Hacety and Halham inadvertently transposed on the map]

NOTES AND QUERIES

25.1 DOWN TOWN. Is this a Lincolnshire vernacular phrase, or an American import? When I was a pupil at De Aston School, Market Rasen, between 1965 and 1973 the usual expression amongst us boys was going ‘down town’. The phrase ‘down town’ is of course commonly used in the United States to describe what in Britain is called the ‘town centre’, ie. ‘where it all happens’. The nearest approach I know of is the song, Down Town (where all the lights are bright) by Tony Hatch, sung by Petula Clark, which was popular in the winter of 1963-4. Was the passing vogue of the song the inspiration of the more sustained use of it by De Astonians?

Or is the explanation social, or geographical? ‘Uphill’ and ‘downhill’ Lincoln are well known. At Grimby there are, or were, ‘Top Town or’ Up Town’ which was the ancient core of the town around St James’ church and the old Market Place, and ‘Down Town’ which was the East Marsh/Freeman Street area, which only developed after 1800. The Doughty Centre Local History
Group's Egging back 'O Doig's (1995) quotes from the Grimsby Free Press of 1860-61, indicating that the Up Town-Down Town divide was social and political (as it was between Uphill and Downhill Lincoln). At Lincoln the topographical explanation is obvious; at Grimsby it is less obvious, as there is a difference in height of only a few feet between the 'Top Town' and 'Down town', though this might have made a crucial difference before the East Marsh was properly drained. At Market Rasen the difference in height (about 15ft) between De Aston school and the town centre is slightly more pronounced, but is there a social explanation here too? It is interesting that in A Cradle of Hubres (1988), Bernie Taupin, who was a pupil at Market Rasen ('Market Slaten') Secondary Modern School in 1961-66, uses the pseudonym 'Temple Lord' for De Aston (a grammar school) with a distinct sense of social divide! I don't recall any snobbish feeling amongst the De Astonians towards the Secondary Modern pupils, but was the use of 'Down Town' a more subtle expression? Can readers cite instances from elsewhere in Lincolnshire? (Richard Oliver)

[When I was teaching at Spalding High School for Girls between 1958 and 1975 the expression for going into town was always 'Up Town', but I attributed this to the fact that both old and new school buildings were quite a walk from the town centre! Do Lincolnshire people talk about going 'down to London' or 'up to London'? I think of it as down, because it is lower on the map page, but did we say this before we used maps to the extent that we do today? Another mystery. H.Healey, Joint Ed.]

25.2 PROPOSALS FOR SUTTON MARSH D.H. Hamilton would like an explanation of a cryptic reference: '6 Aug.1725 Mr. Goosesteg from London with Mr. Wooliston - proposals for Sutton Marsh'. He came across this brief reference whilst researching a Lincolnshire family. He assumes that it is connected with drainage, but who were the two gentlemen? [And which Sutton is it? Long Sutton and Sutton St.Nicholas (now Lutton), both had areas of saltmarsh, but Sutton on Sea was also known as Sutton in the Marsh. H.Healey]

25.3 SLEAFORD BOWLING CLUB Michael Turland is currently working on an article about the early history of this Club (1900-1935). Reproduced here (p.12) is a photograph of the club, although the date is unknown. It appears to be either just before or just after World War I. Do we have anyone out there who is an expert at dating photographs from dress evidence?

25.4 INDUSTRY ON OS 1:2500 MAPS Careful students of my historical notes accompanying Alan Godfrey's recent OS 1:2500 reprint Lincoln 1905 maps will have noticed that I refer to three industrial sites which are not actually named on the map: the Malleable Iron Works, Sheaf Iron Works, and Stamp End Works. These three are named on a microfilm copy of the map at Lincolnshire Archives Office which I used to write the notes, but were deleted from the National Library of Scotland's copy which Mr. Godfrey used for his reproduction. The deletion seems to have been carried out during World War I, presumably as a security measure (because these premises were used for defence contracts) and was not made good on post-war reprints. The moral of this tale is that users of the 1900s revision of the OS 1:2500 and 6" to 1 mile maps who are searching for industrial premises may need to check that they are using a pre-1905 printing of the map. One check to see if the map has a 'Record Map' stamp added (this is symptomatic of a final printing, sold as a 'superseded map'); another is the reprint code, where the last two digits are above 14 so that, for example, Reprint '30/25' indicates thirty copies printed in 1925.

Although it is well-known that small scale OS maps were liable to piecemeal changes of this sort after initial publication, until recently I had regarded the 6" and larger scale maps as 'clean' in this respect. I would be interested to hear from any readers who may have encountered 'tinkering' similar to that affecting these three industrial sites in Lincoln. (Richard Oliver).

25.5 HOLY WELLS ROUND-UP (Lines P&P 23.7) and EAUS AND EBS (23.8) I was interested to read the two items referred to above, and in particular Mr. David Codling's remarks in relation to Bourne. First I must clear up a misunderstanding in respect of St.Peter's Pool 'having a reputation of never drying up - at least not until 1943!' At that time I was at the Junior School, Abbey Road, Bourne, being only ten years old, and well remember the cause of the 'drying up'. Just around the end of the 1939-45 War the Spalding Urban District Council, which owned all the water-rights in Bourne, decided to sink a new 36in bore to extract water from the sub-strata. Some of the extracted materials were still lying against the School boundary fence, but on the Water Board premises, up to twenty years ago, so they may still be there. The drilling was best seen from the Senior Boys' playground and we gathered there at every opportunity to see the digging operations. From the first winter after the end of the drilling, when water was struck, St.Peter's Pool began to 'go dry'. This
would have to be from 1946 and not from 1943, David! That St. Peter's Pool is 'man-made' is not to be doubted, since the waters were re-directed to form a mill-race that eventually turned three mill wheels, - one an undershot wheel and two overshot wheels. The latter two [in more recent times] were known locally as Ballock's and Notley's, and, like me, David would know these as working mills. The undershot mill wheel could still be seen some forty years ago a few yards on from where the stream goes behind West Street, near the Bourne Institute. The old stream had been conduited under Tuck's Garage, and followed the footpath down Coggles Causeway until it joined the main waters coming over at Notley's Mill, where the two linked up with the waters of the Car Dyke.

The Car Dyke turns the mind to the 'Chalybeate'. Often as a boy along with other children we went for walks in the Bourne woods. On the way to the woods which we approached from Cuckoo Bush [the junction of the road out to the north with St. Christopher's Lane], there is in the field next to the woods a fenced off 'blind well'. [this is the one mentioned in Lines P&P23.7; it had probably been called St. Christopher's Well in the past]. The last time I looked at it the fence was broken and the surface had a very muddy appearance with reddish water trickling out. Such water as did come from it entered a small dike and joined, at Cuckoo Bush, the more forceful waters flowing from Moody's watercress beds in Woodview. From Cuckoo Bush at its junction with North Street the stream was culverted until it reached the watercress beds (belonging to Moody's) between Harrington Street and George Street, where more water was added, and it was as an open stream that it joined the Car Dyke just beyond the railway embankment. This stream has now been culverted for most of its journey through that area. What I am describing here is 'our playground' of yesteryear, which is perhaps too risky to be used as freely today.

Although we knew the waters from St. Peter's Pool as the Bourne Eau (pronounced 'O') there were children from the Eastgate and the Abbey Road School who pronounced it as the 'Bon Or', which is as much like its Saxon 'Ee' as is the Norman French 'Eau'. The boundary [south of the Wash] between Lincolnshire and Cambridgeshire is now unfortunately referred to as the Shire Drain, but its old name, still shown on some maps, is the South Ee river. There are people in Moulton and Quadring who refer to their respective Eaudyses as Beadykes, as was mentioned.

Since we are told by W.E. Foster that the English language is founded upon the common dialect of South Lincolnshire can we be patriotic, and parochial? Without blushing, we can discard the Norman-French import, stick to our ancestral Anglo-Saxon Ees and leave the Eaus to Cologne!

An afterthought to paragraph three above. A man was wont to fish for eels through a man-hole on the pavement in North Street, Bourne, close to Wolf's Garage. He was featured in one of the local papers some thirty years ago. Are there still those who fish for eels at that place, or is it a dead pastime? (Douglas Edwards).

25.6 MORE EAUS AND EES Through the marsh village of Saltfleetby run the streams the GREAT EAU and the LONG EAU. I remember in the 1920s the oldest in the village pronounced EAU as EA (two syllables as in Tennyson's dialect verses). The more refined pronounced it EE. Only those who had been to Grammar School tried the French pronunciation! Alan Stubbbs, Saltfleetby St. Clement.

25.7 CLOCK TOWERS Mr. Gwyn Mansfield, of West Sussex, is endeavouring to make a catalogue of clock towers, presumably over the whole country. He knows of Skegness and Wainfleet, but would be pleased to hear of any others in the county, with illustrations if possible. We invite readers to send the information to us first, and we will pass it on. It appears that he is looking for free-standing examples, rather than those attached to buildings. See also item on Kingerby, p.3 of this issue.

25.8 TRAVELLING THEATRE Jim Golland writes in nos. 42 and 49 of Local History magazine about Thomas Hill Wilson Manly (real name Wilson), whom he describes as an irascible nineteenth century Midlands actor-manager. He is hoping to find out about Wilson's birthplace, and more about members of his family and company. Manly married Mary Robinson at Stamford in 1801, performed there on occasion and he also retired there. They had eleven children. Since this is a wide ranging enquiry we give the address: Jim Golland, 49 Azalea Walk, Old Easteote, Pinner, Middx. HA5 2EH.
LAWRENCE OF ARABIA'S LINCOLNSHIRE POSTING

Peter J. Gray

How can any man describe happiness?

from 'An Explanation', the introduction to Pt.3 of Lawrence's The Mint, and account of his service in the RAF

On 24 August 1925 a lone airman, weighed down with bayonet, full kit and equipment, trudged up to the gates of RAF Cranwell after a long, hot journey from London. He presented his papers to the sergeant; these identified him as Aircraftman 2nd Class T.E. Shaw. Normally such an arrival would have been of little import but the name 'Shaw' - a pseudonym - masked a more famous person: that of Colonel Thomas Edward Lawrence, hero of the Great War desert campaign - Lawrence of Arabia.

Lawrence was a man of many parts: Oxford graduate, archaeologist, author, Arabist, soldier... and a keen and early enthusiast of the fledgling aeroplane, which interest no doubt was heightened by the fact that his younger brother Will served with - and was killed in combat in - the Royal Flying Corps. Lawrence himself learned to fly whilst serving in the Middle East and, though he claimed to have flown some 2,000 hours, he never qualified as a pilot.

How he came to be serving in the RAF in 1925 as an obscure airman deserves some explanation. Always a private, complex man, he had returned home from his desert exploits as Colonel T.E. Lawrence, C.B., D.S.O., - 'Lawrence of Arabia' - the full glare of publicity to be lionised by the news media of the day. He refused from King George V both a knighthood and the Order of Merit and, after attending the Paris Peace Conference in 1919 where he fiercely espoused the Arabs' cause, he took a research fellowship at All Souls College, Oxford and began writing his account of the Arabian campaign, the Seven Pillars of Wisdom. After brief service as a diplomatic envoy to King Hussein of the Hejaz and as a political adviser to the Colonial Office, Lawrence found the peace of mind and obscurity he so desperately needed in his enlistment in the ranks of the newly formed RAF.

The idea of such a famous war hero joining the forces in this way unsettled a few politicians, but Lawrence had for some time known the Chief of the Air Staff Sir Hugh 'Boom' Trenchard, the founding father of the air force, and this friendship helped him to achieve his post-war ambition.

Lawrence had originally enlisted in the RAF in August 1922 as John Hume Ross but, once his true identity had been revealed by one of his officers to a national daily paper, he was discharged in January 1923. After spending just over two years in the Royal Tank Corps, Lawrence's persistent lobbying of friends, politicians and air force chiefs paid off. He was allowed to re-enlist in the Air Force and, after basic training and kitting out at the West Drayton depot, he was posted to Cranwell, the Air Force's officer cadet training college, opened in 1920. It was here that he remained until autumn 1926. He became part of B Flight which consisted of fourteen aircraftmen, a corporal and a sergeant, all based in the primitive facilities of Hut 105. Lawrence received no special privileges and his daily routine was that of any normal recruit: hut chores, parades, guard duties, lectures, aircraft maintenance. This was a happy, fulfilling period of his life and was recorded as such in a lesser known work The Mint, in which he chronicled his life as a recruit.
Despite being famous as Lawrence of Arabia, as A/c 2. Shaw he lived a successfully obscure existence. The former Commandant at Cranwell records:

He was extremely tactful and never did anything to call attention to himself. I think he disliked publicity and shunned it, but while he was with the air force and I knew him, he did nothing to court it.

Likewise his flight-sergeant was to say:

It seemed his sole purpose was to be an airman of the lowest grade and rank and to be left alone with his Brough [motorbike] at B Flight, Cranwell. He was hero-worshipped by all the flight for his never failing cheerful disposition, ability to get all he could for their benefit, never complaining, and his generosity to all concerned ...

His true identity was, however, known to a handful of RAF personnel at Cranwell, including the then commandant Air Commodore A.E. Burton, who had flown with the Royal Flying Corps in the desert and served with Colonel Lawrence as he then was. Such servicemen were tactfully silent. Lawrence was a positively good influence on the station - he made the effort to get to know all the officers of his flight and to fly with them whenever possible. One year he chartered a charabanc at his own expense and took the whole flight and their wives down to the Hendon airshow.

While at Cranwell Lawrence quietly followed his other career, that of author, he was making notes in his off-duty periods and at night which were to form the basis of Part 3 of The Mint and towards the end of 1925 he was also preparing The Seven Pillars of Wisdom for the printer. This first limited edition was to be published privately by subscription i.e. those interested in receiving a copy paid a substantial fee which helped to bear the production costs. Besides the subscription copies (128 copies at 30gns each) Lawrence gave away a further sixty-two to friends and relatives. Sir Hugh Trenchard received one of these gift copies inscribed thus:

Sir Hugh Trenchard
from a contented, admiring
and, wherever possible, obedient servant
5.XII.26 T.E.S.

Lawrence’s duties at the college also allowed him to indulge in another of his activities, correspondence. He was a prodigious letter-writer and knew many of the leading politicians of his day. Two particular friends and correspondents were Bernard Shaw and his wife Charlotte. Lawrence possibly adopted the pseudonym Shaw for the majority of his air force career as a tribute to the great man of letters. Rumours had it in some circles - his family background was less than conventional - that he was Bernard Shaw’s illegitimate son! During his Lincolnshire posting he was an especial favourite of the station’s telegraph boy, each telegram delivered to A/c Shaw - and there were many - earned the lad a tip of a shilling, which considerably boosted his half-crown a week pay.

Cranwell’s rural situation not far from the Great North Road permitted Lawrence plenty of opportunity to ride his motor-cycle. For years he had been an avid motorcyclist; British manufacturer George Brough had even designed and built several Brough Superiors for him. Large, powerful machines of their day, they allowed Lawrence the freedom to travel - sometimes at speeds approaching 100mph - down to London and back in one day, or to speed along the country roads of Lincolnshire, untroubled by heavy traffic. Twice a week he would ride on Boarhedges, his particular Brough at the time, to Lincoln, Sleaford and Nottingham on a ‘supply run’ buying bacon, sausages, dripping and fresh eggs on behalf of his flight to supplement the mess and canteen food. As is well-known, Lawrence’s love-affair with fast, powerful motor-cycles was to prove fatal.

The Cranwell posting was an idyllic time for Lawrence. But this respite was not to last. In July 1926 he wrote to his mother:

I’ve been waiting for sure news before writing to you: but the Air Force authorities drag too slowly. So here it is. I’m to go to India this winter: perhaps in September, perhaps in November, perhaps in February. It’s the ordinary draft, of the R.A.F. pattern ...

After a month’s embarkation leave, Lawrence finally sailed to India on 7 December 1926, leaving behind fond memories of his Lincolnshire posting.

Although Lawrence’s public memorials are to be found elsewhere - his bust in St Paul’s Cathedral, his effigy in St Martin’s church, Warham, Dorset, and his cottage, Clouds Hill (also in Dorset - maintained as a museum by the National Trust) the RAF College at Cranwell has not forgotten his years spent in its ranks. During his lifetime he presented a proof of his subscription copy of The Seven Pillars of Wisdom to the college library. In
1965 a library extension was named ‘The Lawrence Room’; this houses amongst other Lawrence memorabilia his works, biographies and other books about him and a growing selection of newspaper articles featuring this enigmatic, multi-faceted man.

It might be that the shade of a contented, settled Lawrence - immaculately clad in 1930s air force uniform, still walks abroad at Cranwell, for he wrote in a letter to a friend:

...the R.A.F. is still my spiritual home, and I'm awfully sorry to leave Cranwell where I've had the best year I ever remember to have had ...

Acknowledgements: the author gratefully acknowledges the assistance given by Mrs. J. Brackenbury, Librarian and Archivist at the Royal Air Force College, Cranwell.

[Our honorary proof reader has drawn attention to a Lincoln City plaque on the wall of Brown's Pie Shop, Steep Hill. It states that Lawrence lodged there in 1925, whilst serving at RAF Cranwell. 'Around this time he wrote... the legendary account of his leadership of Arab insurgency against the Turks in Syria during World War I... I am not quite sure in what way the word 'legendary' is used here! H. Healey, Joint Ed.].
OBITUARIES

A number of Society for Lincolnshire History and Archaeology members and other enthusiasts over Lincolnshire’s history have died in the last two years, and we wish to remember their activities and contributions to the subject. In the past there has been a note in the Bulletin, but it has limited space. We propose therefore to ensure a section in the magazine devoted to these notices, as used be done in the former Newsletter. They may not be listed in strict chronological order, but we are dependant on contributions offered. Names some readers may expect to see here, those of Enid and Douglas Ballard and of Mildred Phillipson, are to be remembered in a later issue, but we should acknowledge here our appreciation of gifts of books from the former estate and a legacy from the latter. We will also be remembering Jean and Fred Shaw, who both died recently.

Kenneth Roy Fennell (KRF), who was a planning officer first with Kesteven County Council and for a short time in 1973 (just before re-organisation) as Holland County Planning Officer, died in 1995. His name is synonymous with the first large scale excavation of the Anglo-Saxon cemetery at Loveden Hill, his study of which gained him a deserved PhD from Nottingham University. His enthusiasm and dedication as an amateur archaeologist was an example to many of us to whom this was still a new interest, and who attended his WEA classes. His work in the Welland Valley gravel areas contributed to the formation by the Council for British Archaeology of the Welland Valley Research Committee. He took an active interest in a number of sites in the Sleaford area, and dug with Charles Ellis at Old Place. With his local knowledge he was a considerable help and support to Margaret and the late Tom Jones, the Ministry of Works team when they took on the larger excavations both at Old Place and at the nearby Haverholme Priory site. As a planning assistant with the former Kesteven County Council he worked on the preservation of parts of two Roman Roads, Ermine Street and Mareham Lane, to prevent their being cultivated or built on - these schemes was overtaken by later events, but I hope he never knew of that. He was a regular contributor to Archaeological Notes in the 1950s and wrote an important article on the route of King Street (alias Mareham Lane) north of Sleaford.

Member Michael Turland, whose first planning job was with KRF as a member of East Lowlands subregional Plan Team, has allowed me to quote from his own memoir submitted to a planning magazine: "KRF was of the intellectual school of planners, beginning in estate management and latterly one of the few (the only one?) FRIPPs to hold a PhD in archaeology, a result of his hobby activities (I can remember as an eight-year-old visiting his house - he lived up the road - and finding odd bits of pot everywhere, apparently awaiting inspiration as to which, if any, fitted together). The production of a final planning document (this in the days before word processing) was for KRF a matter of literary endeavour. He took the view, rightly, that reports which were likely to be in use for many years should be a pleasure to read. To this end, draft would follow draft, six being not unusual. The technique was to have a paragraph typed per page, allowing maximum freedom to rewrite and rearrange. And the aim was always to simplify, simplify. KRF had an operation on a nasal polyp as a consequence of which he was to rest completely, including a ban on reading and writing. Odd notes were however smuggled out of the sickroom to guide his Subregional Plan Team, including the use of toilet paper (the Izal type) as the only available material!"

Kenneth Fennell was Secretary of the Welland Valley Research Committee and was Chairman of the Car Dyke Research Group prior to the merger with the Stamford Archaeological Research Committee which formed the South Lincolnshire Archaeological Unit.

Tom Barnes, a Billingborough member, died in 1995. He had been a member since attending Billingborough and district WEA classes on archaeology about twenty years ago, and was active as a member of the Car Dyke Research Group, supporting its weekend and day courses and discovering a number of important new archaeological sites in his area. He made several contributions to the old SLHA newsletter (this magazine’s predecessor) in the days of Terence Leach’s editorship. Hilary Healey.

Leslie Heeler died in June this year, aged 91. John Wilson, of what is now the North East Lincolnshire Archives Office, writes as follows: I am not sure that he was ever an SLHA member, but he was a good friend of the archives. He was Town Clerk of Grimsby from 1938 to 1958 and in that capacity, participated in the
discussions which led to the establishment of the Joint Archives Committee for Lincolnshire. In 1946 Grimsby Borough, of course, decided to go its own way. He also served for several years as a co-opted member of the Records Preservation Section of the British Records Association.

Harold C.R. Porter was an SLHA member in 1985. Ron Drury writes as follows in Newsletter (Oct.1985), pp12-13, a note I wrote on That Obscure Novel was published. The author of the novel was the Revd. Harold Mark Porter, who died in 1935, and I was able to track down his only son, Mr. Harold Caleb Ruddock Porter, who lived in Winston Gardens, Boston, and persuaded him to join the Society. He died in July this year in Pilgrim Hospital. His father was born at Welsey, where his father was curate (1912-13), to the great-grandfather of Canon Christopher Laurence, until recently Archdeacon of Lindsey. In his youth Mr. Porter was a keen footballer and cricketer and played for Bourne Cricket Club for several years when his father was vicar of Billingborough (1926-32). During the Second World War he served in the army, taking part in the African and Italian campaigns of 1943-44. After the war he worked in the Liverpool, Bristol and finally Boston offices of May and Hassall Ltd., timber importers, until he retired in 1979.

Win Stokes. With regret we announce the death of Win Stokes at the end of July this year. Win gave long and practical service to the Society. Her major interest was in the archaeology of Lincoln and in assisting in excavation when the Society had a dig. She worked hard at Pete Rollins' site at Bishop Grosseteste College, at the Lawn and at various other sites in the upper part of the city. She rarely missed a lecture on archaeology either of the Society, FLARE or the East Midlands group of the Council for British Archaeology.

Her loyalty and support for the Society spread to many other areas of its work. Win, for many years ran the bookstall with Thora Wagstaffe, collecting the goods together and manning the stand. She was a regular on the mailing staff and usually the first to arrive for the quarterly lection. When the Society moved into Jews' Court she was one of the band of dedicated workers who licked it into shape. Whenever there was a job to be done Win would be willing to give a hand.

Win was a very private person, very independent and highly competent at anything she undertook. Few of us appreciated her wide ranging interest in archaeology - she was a regular at national as well as local conferences and took part in study trips abroad. She was critical and questioned facts and theories, and followed up information by wide reading. We have lost a valued friend but we are grateful for her long service and support. Pearl Wheatley.

FACES AND PLACES

W.H. WHEELEOR of Boston. Many people will know the work of W.H. Wheeler as an historian, not least from the useful Paul Watkins reprint of his famous book The History of the Fens of South Lincolnshire (1989). If you have read Brian Simmons' Introduction to the book you will know of Wheeler's importance to the district as a drainage engineer and to the town as the designer of the People's Park, the General Hospital (both now, alas, no longer with us) and the very docks which make the town. Wheeler's own house (designed by him and built by his friend and colleague Samuel Sherwin), is under threat, and members of the Boston Preservation Trust are collecting additional information about him. The house (1887) has its own unique decor, including woodwork by Wheeler himself. If anyone can help locate any documents and papers relating to the house (the plans in the Sherwin deposit are known!) it would be much appreciated, as would any references to other work that he carried out. Send information to Hilary Healey, c/o SLHA at Jews Court address.

AS OTHERS SEE US... In the past we have asked readers to look out for references to the county in other publications. These sometimes come in well after publication, but are still of interest. Recent additions are: A WOLD OF MY OWN, an unsigned article in the Sunday Times travel section, 18 June 1995, describing '...a truly beautiful part of England': a feature on Lincolnshire properties for sale (including that wonderful facade, the Jungle at Eagle) and two articles on food by Jonathan Meade, in the Times Magazine (25 May and 1 June, 1996). He is not the first media person to assume that Lincoln is located in 'flat lands' but he did climb Steep Hill to visit and criticise the Jews House
and Wig and Mitre restaurants. He even mentioned the Jews Court bookshop! In the fen he made more encouraging noises about the Chequers Inn at Gedney Dyke. Your Joint Editor can also vouch for the good food there!

ROYAL ANGLIAN REGIMENT [or ANGLICAN, as claimed by the Lincolnshire Standard!] A new regimental museum has been opened in the Land Warfare Hall at the Imperial War Museum, Duxford by Martin Bell. It was formed in September 1964 as the result of the amalgamation of nine former county regiments, of which Lincolnshire was one.

HEIGHTS OF FOLLY

Douglas Boyce

The pyramid of Cheops, built before 2500 BC, was originally about 480ft tall, and the tallest man-made structure of its day. Nothing higher was attempted until the building work at Lincoln which started in 1307 AD. Within a few years the central tower of the cathedral had been raised and a spire erected on the top. This was of wood and covered with lead, as were the recessed needle spires which were then added to the heightened western towers in the last building operation. The cathedral had thus reached a height of 525 ft and was then the tallest structure in the world. The central spire fell in a storm in 1548. The height that had been reached was not surpassed until the Washington Monument, at 555 ft, was constructed (in Washington) in 1889. Even without the spire the central tower of 271 ft remains the tallest of medieval crossing towers.

No reliable illustration of the central spire seems to have survived but there are several of the western spires before their removal in 1807. H.B. Carter and Christopher Sturman, writing in Lincolnshire People and Places (p.106) refer to 'An Elegy on the Demolition of the spire of Lincoln Minster' written by Sir Joseph Banks in an attempt to get the western spires restored.
The following, found on a printed sheet in the Tennyson d'Eyncourt deposit at Lincolnshire Archives Office, seems to give this elegy together with a parody (less the third verse, which was not parodied). There is no hint of the authorship of either version on this sheet. As printed, each verse was followed by the corresponding one from the parody, but it seemed easier to appreciate both if placed side by side.

**An ELEGY**

Adieu ye twin sisters,
By learned architects anciently rais'd:
Now removed, to indulge the desires
Of Right Reverend Professors of Taste.

Oft I've view'd ye with placid delight,
As chaste ornaments, classic and pure.
As of gothic design, the chief pride,
Holy style, that will ever endure.

Ye Priests, more penurious than wise,
More inclined to pull down than repair,
Can ye find a more happy device
To fill up you blanks in the air?

Or must our proud steeples remain
Unfinish'd, unseemly, and rude;
As if Churchmen, too anxious for gain,
Had forgotten their duty to God.

'Twas in ancient days, Lincoln's chief pride,
That her Minster's design was complete;
While to York that great boon was denied,
Though an Archiepiscopal seat.

**PARODY**

ADIEU, - ye twin sisters, foul Spires,-
By base Architects modernly plac'd;
Now remov'd, much against the desires
Of Rustics, who never know taste.

Oft I've view'd you with sorrowing face,
As vile ornaments, horrid, impure;
As of Gothic design the disgrace,
And the work of some plummer obscure.

Ye Rustics, more wealthy than wise,
Whose heads seem to want a repair,
To you will the lead be a prize,
And fill the blanks under your hair.

Or, must your proud nodders remain
Ill-rhyming, un-grammar'd and rude;
Then, tho' lead from the Church ye may gain;
Yet brains ye will never include.

'Tis, in these days, great Lincoln's chief pride,
That her Minster's design is complete;
O may she thus ever abide,
Of sound taste and good learning the seat!

There have been recent suggestions of reinstating the western spires, but this would give a muddled arrangement as similar finishes to the tops of all towers are needed to give the best aesthetic effect. Although all three towers were raised to receive spires, partial restoration would be a mistake. It would certainly be difficult to justify expenditure from any source to replace the central spire, and in any case this would risk the possibility of a third fall at the crossing! Rejecting the other possibility of restoring all three spires gives the sensible idea of leaving the towers as they are. With the present arrangement we have a cathedral that few come near to equalling, and none surpasses. It is better just to imagine the effect of the three spires on views in Lincoln and for many miles around.
LINCOLN CELEBRATES 150 YEARS OF RAILWAYS

Neville Birch

During the summer of 1994 it was realised that 1996 would be the 150th anniversary of the first railway in Lincolnshire; it connected Lincoln with Nottingham and the existing rail network.

Accordingly I wrote to British Rail at Derby. They replied confirming their interest in the celebrations, and sent me copies of some of the material used for the centenary in 1946. This occasion was centred on Nottingham! So in autumn 1995 Lincoln's Mayor, Geoff Ellis, called a meeting open to anyone interested in helping with the celebrations. A Committee was formed, chaired by Geoff Ellis, himself a railway enthusiast. Other members included representatives of Central Railways, SLHA(your Chairman), Lincolnshire County Council, the Chamber of Commerce, Simons, with the driving force being Rob Bradley, the City Tourism and Publicity Officer. The presence of Peter Brown and Peter Grey (Lincolnshire Echo) ensured regular publicity from the former and most of the photographs from the latter; Louis Pickering ably mounted the photographic exhibition. Graham Wade of the Lincoln Railway Society organised the Railway Fair and Jack Ruddock utilised much of the first floor of his shop for the display of over thirty model locomotives and trains. There was a special Echo supplement to mark the occasion.

The intention was that, having recognised the historical beginnings, the emphasis would be on the continuity of railways in the city. SLHA member David Vale designed the logo shown, which appeared on all publicity and on timetable leaflets. Schoolchildren who had painted pictures of steam trains were taken by a modern Sprinter to Newark station for an entertainment based on rail safety; some of the paintings will be used as Christmas cards!

The rest of the programme included a Railways Film night at the Ritz, a photographic exhibition in the Central Library's new Community Room and the model display at Ruddocks. A painting of 'Sir Nigel Gresley' and a Sprinter passing on the Witham Bridge by Brayford (which unfortunately did not actually happen) had been specially commissioned from Brian Chapman, and prints were given to the mayors of Nottingham and Lincoln and to Coun. Ellis. Prints are still on sale at the Tourist Information Office.

Films shown of local railways did not include St.Marks Station, but the packed auditorium saw Rob Foxon present the premiere of a film discovered by SLHA member Ray Hooley, showing locomotives being built at Ruston and Hornsby.

The Rail Fair comprised some eighteen stalls, including one for SLHA mounted by Chris Lester, Chairman of our Industrial Archaeology Committee, with other helpers. Other stalls had displays or sold railway tickets, models, videos, books and magazines - I bought a tie from the Railway Chaplaincy Stand! There was a playground for the children, also a clown whom I had earlier seen in a smart suit! The splendid weather helped to make the Saturday a busy, happy day.

LINCOLN RAILWAYS 150

1846 - 1996
After much negotiation a steam hauled train (made available by ‘Days Out’ of Nottingham) undertook the re-enactment of the very first train between Nottingham and Lincoln. The “Sir Nigel Gresley” had been unable to participate due among other things, to dry conditions and understrength bridges. But a Sprinter conveyed the Lincoln Mayor’s party to Nottingham to be met by the Nottingham Lord Mayor’s party. A plaque was unveiled in the station foyer there and the groups enjoyed a buffet and ticket office tour. Then both parties returned on the ‘re-enactment trip’ being met at Lincoln station by entertainers in Victorian costume. Another plaque was unveiled on the forecourt. The group toured the stalls nearby, visited the Central Library exhibition and the Guildhall before the Lord Mayor of Nottingham (another railwayman) departed with his group. Much had been achieved.

The photographic exhibition was moved to Jews Court, Lincoln, in August.

As has been emphasised, SLHa members were involved at all stages of this event, from the logo and schools activities to the stands and re-enactment trip. We congratulate all who took part.

---

BOOK NOTES

Christopher Sturman

Copies of most of these titles can be obtained through the Lincolnshire Heritage Bookshop at Jews’ Court, Lincoln. Postage is extra.

Shop hours Tues. - Sat, 10am to 4pm.


This most attractive pictorial survey was commissioned early this year to mark the creation of the new North Lincolnshire Council. The Council’s Chief Executive writes in his foreword, “This book is not intended to be a comprehensive account of North Lincolnshire’s history but is an attempt to give an overview and to present the reader with a feel of what is special about the area.” It contains over 200 illustrations—of artefacts, places and people—and over a fifth of these are in colour; the commentary on all the plates is substantial and informative. (North Lincolnshire: A Pictorial History will be reviewed in the 1996 issue of Lincolnshire History and Archaeology.)


Simon Pawley is well known for his articles on aspects of Seaford’s history from medieval times to the nineteenth century and for his Seaford and the Slea (1990) which, in focusing on the importance of a river to a town’s development, opened up an interesting perspective for other Lincolnshire local historians to follow. His new book on Seaford follows the pattern set by the generally highly successful Barracuda series (Lincolnshire towns already covered include Louth, Horncastle and Woodhall Spa, Boston, Gainsborough and Stamford): short, historical chapters are each followed by a section of illustrations. Dr. Pawley’s text reflects his unrivalled knowledge of the development of Seaford, but it is pleasing to note the way in which his writing also mirrors some of the general concerns and current interests of urban historians, particularly with respect to the topographical development of the town (his final chapter even touches on the mushrooming of suburban estates in recent years). It is also encouraging to note the use of many maps as illustrations— including the author’s own reconstructions and the fascinating Cragg map of the town c.1770. It is well over a hundred years since the last history of Seaford was written. Simon Pawley’s relatively modest book is a worthy successor to the works of ‘Creasey’ and Trollope; almost certainly it will not be his last word on the subject of Seaford’s history!


Many people will find Wodds and Doggerybaw (which will also be reviewed in Lincolnshire History and Archaeology) a most attractive and engaging book. Although I do not have the linguistic background to review it formally (the author’s decision to abandon standard phonetic spellings, for example, seems curious, but may be acceptable), I have found one or two aspects of the book’s production and editing – issues I have touched on before in these notes – of concern. There are significant regional variations of dialect within the county and though differences in pronunciation are mentioned, it would be helpful to learn if particular words and expressions have a regional pattern also. Moreover, it would also be helpful to learn which words are derived from the author’s own collecting (which began in the 1940s and ‘50s in the
Ruskington area) as opposed to other sources. There is a list of these: many undoubtedly important manuscript glossaries are mentioned, but their present location is rarely recorded (are they all at the Lincolnshire Archives Office as the acknowledgements imply?). The author writes that Words and Doggerel are 'meant to be a book for enjoyment, not a text book as such'. There is nothing wrong in that, but one might question the claim on the press release that it should also appeal to the 'serious student of lore and language'. The pity is that with a little bit more attention to detail it might well have satisfied both ends of the market.


Alan Ludlam has already written four books on Lincolnshire railways, all finely printed by his publishers and this survey maintains the high standards set by its predecessors. The G.N.R.'s Lincolnshire Loop line - so called because it provided a link with the company's main London to York line - dates from the early days of the railways in Lincolnshire: it was engineered in the late 1840s joining Peterborough, Boston, Lincoln and Gainsborough (though it was not until the 1860s that the whole stage of the loop from Gainsborough to Doncaster was constructed). This detailed history surveys the operation of the line, its stations and its rolling stock through to the closure of various sections of the Loop following the 'rationalisation' plans of Dr Beeching published in 1963. It is well illustrated with many photographs and details from O.S. maps. Moreover, because the line was linked geographically to the course of the Witham, the author provides much information on the river and its navigation. It is no surprise, therefore, that the Loop was celebrated for its anglers' excursions, bringing many thousands from west Yorkshire to the river at weekends.

PETER B. SLATER, The Steam Engines at Elkesley. An indepth study into the late Elkesley Pumping Station. The author, 1995. ISBN 0 952 62170 3. £4.95 + £1.00 p&p from Peter Slater, Northampton Road, Scunthorpe DN16 1UJ.

An attractive and well illustrated pamphlet which will appeal to those whose interest lies in industrial archaeology. Although Elkesley lies in Nottinghamshire the (now demolished) pumping station was built in 1908-09 to supply Lincoln, twenty two miles distant, with water. Much of the survey concentrates on the Elkesley building, its two steam engines and the Ruston and Hornsby built boilers; there is useful material on the practicalities of supplying the city with water - 'bridges' were built to carry the pipes at Dunham and at Saxilby, and the scheme also involved the building in 1910-11 of the Westgate Water Tower, to this day a prominent feature of Lincoln's uphill skyline.


I drew attention to the importance and value of a number of recently published essays in autobiography in the last issue of Lincolnshire Past & Present; within a few weeks of sending those notes to the printer A Different World arrived for review. It should be warmly welcomed for its account of life in Castle Bytham from the late 1920s through to the introduction of food rationing early in 1940. The social structure of the village, the yearly cycle of events, means of transport, and even the visit of H.R.H. Prince George to Clipsham Quarry in 1933, are all evoked, but the real strength of Alan Crawford's reminiscence lies in its detailed and by large unsentimental description of life on the 150 acre Castle Farm in what were lean and tough years for the county's agricultural community.

MARY LEITCH, What Happened to Joe? Immingham's War Dead Remembered. Immingham Branch Workers' Educational Association, 1995. ISBN 0 9524259 1 2. £6.95 + £0.70 p&p from the W.E.A. Secretary, 9 Hinckley Drive, Immingham, N. E. Lincs. DN40 2DD.

The starting point for Mary Leitch's fascinating and unusual survey was the 'roll of honour' recorded on Immingham's war memorial and those in the parish and Methodist churches. 'Who were these men?', she asks and continues, 'Few present know... The memorial gives little away. It does not mention in which arm they served, campaigns they fought and where they lie. It gives neither rank nor number. It only records their names, that they "Died for King and Country" and that they are our "Noble Dead"'. Diligent research amongst the local community, in archives offices and libraries, as well as drawing on the expertise of staff of the Imperial War Museum and the Commonwealth War Graves Commission, has helped Mary Leitch recover the story of their lives. Yet this well illustrated publication is more than just a collection of biographies: each of the fatalities is placed in the context of action in the two world wars, and there is also an account of war memorials in general and the origin of those in Immingham. The local branch of the W.E.A. is to be congratulated in publishing this admirable memorial.

NICK LYONS, A Past That Was Never Present: Kirton in Lindsey in Fiction in the 19th Century. Kirton in Lindsey Society, 1996. £3.00 + £1.20 p&p from 20 Grove Street, Kirton in Lindsey, Gainsborough, Lincs. DN21 4BY

A Past That Was Never Present is another unusual and enterprising publication opening up possibilities for similar work elsewhere in the county. Nick Lyons has selected passages from articles by Anne Rickner published in The Mirror (1838) and by Joseph Smedley in The Literary Spectator (1851), Thomas Miller's Gideon Giles the Roper (1841), Thomas Cooper's Old-fashioned Stories (1845) and Edward Peacock's Ralf Skarlaugh (1870), which evoke the
locality of, and, to a varying extent, events in, nineteenth-century Kilton (Peacock’s novel), though set in the preceding century, “seems to have described the place in his own time”. Each extract is accompanied by a short note on the author and the context of his or her work. A reminder of the value of regional literature for the local historian: Edward Peacock, for example, describes in some detail (over fifteen pages to be precise!) a Plough Monday play, including a diversion (true to his antiquarian tendencies!) into recording the words and the music of “Two fair maids was walkin’ along the Trent side”.

Shire publications can always be relied on for excellent value for money in their series, “Shire Archaeology”. Recent titles, all priced at £3.95, include WILLIAM O’BRIEN Bronze Age Copper Mining in Britain and Ireland (ISBN 0 7478 0321 8) and a revised edition of the late D. N. RILEY’S Aerial Archaeology in Britain (ISBN 0 7478 0322 6). Derrick Riley trained as an R.A.F. pilot and, as the useful bibliography in this survey reveals, was publishing on the subject of “air-archaeology” as early as 1946. Although his important work was largely carried out in south Yorkshire, Derbyshire and north Nottinghamshire, he also did some valuable aerial photography in north-west Lincolnshire in the 1970s (as is not represented here, though the 1930s view of Romano-British cropmarks from Moulton Fen is reproduced). The revision of this deservedly popular introduction to the subject (it was first published in 1982) has been undertaken by Robert Bewley of the Royal Commission on the Historical Monuments of England.

There remain a number of books which I have not yet seen (here I am relying on reviews in the press and publishers’ catalogues) but which will have some interest to the Lincolnshire collector. The revolutionary clocks built by John Harrison of Barrow over a period of thirty years from c. 1720, thereby enabling him to “win” a prize of £20,000 for discovering a means of fixing longitude, are at the core of DAVA SOBEL, Longitude (4th Estate, £12.00). Harrison is also featured briefly in North Lincolnshire. A Pictorial History. Harrison’s clocks are at the National Maritime Museum in Greenwich, which earlier this year mounted the exhibition “Blood, Sea and Ice”, celebrating the achievements of Drake, Cook and Sir John Franklin. Alas no catalogue was produced for this exhibition, but those with an interest in Sir John’s ill-fated quest for the North-west Passage and “the endless search for the lost Franklin, propelled by his resolute Lady Jane”, will derive some compensation from sections of FRANCIS SPUFFORD, I May Be Some Time. Ice and the

English Imagination (Faber, £15.99). The 100th anniversary of the death of Sir John Franklin’s niece, Emily Sellwood of Hornsea, who married Alfred Tennyson in 1850, fell on 10 August this year, and ANN THWAITE’S specially commissioned biography, Emily Tennyson: The Poet’s Wife, to be published in early October (Faber, £25.00) will undoubtedly have considerable appeal. Finally, and on a lighter note, LYNN TRUSS, Tennyson’s Gift (Hamish Hamilton, £16.00), a comic novel set on the Isle of Wight in the 1860s, might help to solve the difficult question of what to give the Lincolnshire collector as a Christmas present – though, of course, many of the previously discussed titles from this section of notes, also have not inconsiderable claims here!

ADDITIONAL NOTES

Hilary Healey

Fenland Research 9 (1994) contains a good Lincolnshire section giving preliminary summary assessments of the work of the Heritage Lincolnshire (incorrectly in the contents page as “Heritage Lincoln”) team on the Fenland Management Project. Parishes included are Pinchbeck, Stickford, Thurlby (by Bourne) and Dowsby. There is also an interesting item on Air Photo Interpretation in parts of the Lincolnshire Fens. ISSN 0268-263X. Obtainable from C.Evans, Dept. of Archaeology, Cambridge University, Downing Street, Cambridge, CB2 3DZ. Price and postage on application.

South of the Wash by JULIA LATHAM, DOUGLAS EDWARDS and ANNE DANIELS. A handsome hardback covering fenland villages and towns from Spalding to Tydd St.Mary. 113 pp. ISBN 0 9526932 0 8. £16. An introduction to the area is followed by a short historical section on each place. The many illustrations range from early engravings to old photographs, and many are not previously well-known (though some, disappointingly are not sourced or acknowledged). The text is more derivative, but usefully brings together material from a variety of other published sources, which will be much appreciated. It is attractively presented and very good value at £16.00. Postage will be more.

Burgh Le Marsh: a village in the second World War by S. S. Wood produced and informative booklet put together by Burgh History Group. No details yet as to how to obtain it!