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The deadline for contributions to the next Bulletin and the Autumn issue of Lincolnshire Past & Present is 16 August 1997. Material should be sent to the Joint Editors at Jews' Court, Lincoln LN2 1LS. Tel 01522 521337. It will help the Editors if articles are sent typed, double spaced, and with a good margin. More detailed notes for contributors (please send SAE) are available from Jews' Court.

Cover: Kirkby Green Windmill by K. S. Wood, from a colour lino-cut.
EDITORIAL

Welcome to the summer issue of Lincolnshire Past & Present, completing its seventh year of publication.

Congratulations to our new SLHA President, David Robinson, who was awarded the OBE in the Queen’s Birthday Honours List. At the same time, we thank our retiring President, Dr Dorothy Owen MBE for all she has brought to the Society during her long term of office.

As a member of the Sleaford Group, celebrating its tenth anniversary this year, I am especially pleased to have been asked to edit this issue, and hope it will be as enjoyable as usual. My thanks to Hilary Healey, Christopher Sturman and Neville Birch for their help.

Thank you, all who have sent articles; it is hoped that many of them will invite - or provoke - discussion, and feedback is welcome through this magazine. Special thanks to others who have helped - and have been interesting to meet! - particularly Mike Meager of Westgate School, and Chrys Marriott, for letting us use their pictures. Finally, to those who said they are thinking of writing for Lincolnshire Past & Present - please, go ahead and do it!

Rosalind Bevers

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The illustration on the front cover of Past & Present is reproduced from a colour lino-cut of Kirkby Green windmill by Karl Salsbury Wood who, in his pictures, immortalised many Lincolnshire windmills before their obsolescence and subsequent demolition.

Since the publication of his biography of Wood last year, Nottingham writer, Tony Shaw has received a large amount of feedback from readers, including information about the artist's two and a half years' stay in Lincoln Prison during the early 1950s.

Windmill Wood - A Biography of Midlands Artist Karl Salsbury Wood is available from Tony Shaw, 138 Carlton Road, Nottingham NG3 2BB, and from Jews' Court bookshop, Steep Hill, Lincoln.

Left: Carlton-le-Moorland Windmill by K. S. Wood

An Artist's Life in Lincoln Prison

Tony Shaw

Painter Karl Salsbury Wood is well known in Lincolnshire for the many windmills he captured with his brush before they were demolished for the demands of technological change. It was common knowledge that in 1951 Wood was sentenced to four years' imprisonment for homosexual offences. What people did not know about was his time in prison, although they generally assumed that the experience destroyed him mentally. New information, however, plainly shows that this was not so.

Wood kept up a regular correspondence with a number of friends. One letter that has only recently come to light is a four-page piece written to his former pupil, Margaret Tether. This letter throws light on some of Wood's activities during his thirty months' incarceration, as well as providing insight into prison routine in Lincoln in the early 1950s. The artist was permitted to write a certain number of letters, and was allowed a limited number of visit tickets, valid for twenty-eight days. Two visitors from Gainsborough were Mrs Wormell and Mrs Newcomb, the former being the mother of his ex-colleague, Laurence John Wormell. Both women, along with Margaret Tether, took care of his possessions during his imprisonment. Wood was also allowed a ration of sweets on which to spend his meagre funds.

The Twilight of the Mills, frequently talked about by him, was Wood's proposed book, said to include sketches and details of every existing windmill and mill remains in Britain. Wood informed Miss Tether that Rex Wailes (the leading authority on windmills at the time) had completed a preface to the book, and that he was pleased with his artist friend Sir Frank Brangwyn's other preface to it. The book was unfortunately never published, although a series of more than sixty articles, entitled 'Twilight of the Mills' appeared over several years in the Gainsborough News, beginning in 1932.
Wood noted that with full remission for good behaviour he would be out on the Feast of SS Peter and Paul - 29 June 1954, and that in a few weeks he would already have completed a quarter of his sentence. He indicated that he was not permitted to mention any aspect of his trial or his sentence, but spoke freely about prison life. He had an individual cell with heating in winter, and from his window he could see the lawns and trees as well as other prisoners coming and going. His work was out of doors and not too arduous, although we do not learn anything else of its nature. He found the inmates a fairly representative cross section of the community outside - lawyers, landowners, lovers, losers and lunatics. Only the dress is different. I have a nice shade of grey, with a red star on each sleeve, not thank heaven denoting my discipleship of holy Joe Stalin. Clearly, Wood had not lost his sense of humour - nor his anti-Communist views.

It is impossible to tell if Wood was being diplomatic when he wrote that almost all of the Prison officers were 'extremely considerate' to him, but it does appear that he was granted special favours. Wood was drawing a series of preliminary sketches for the Stations of the Cross. Subject to the approval of the governor and the ecclesiastical authorities, he intended to hang the paintings in the prison church, which he considered Spartan and quaker-like. He wrote, 'The present set has 96 principal figures in them and six of the 14 have crowds in as well. . . . I'll make everybody jump when they are hung up!!

On the exact day the painter calculated he would be released, he again wrote to Margaret Tether - this time from Pluscarden Priory in Scotland. It is clear that Wood had been a free man for a few days. It is also clear, from the prison letter, that he had already made arrangements with the abbot, and that the abbot was not deterred from accepting him into the religious community because of his homosexual activities. Wood was full of hope for his new life, and mentioned that the monks were building him a studio in the grounds. It was there that he lived and continued painting until a short time before his death from tuberculosis on 10 January 1958. The studio was demolished in 1995.

Lincolnshire County Council acquired much of the Wood collection and have produced a useful catalogue of his work. Tony Shaw would be interested to know if Wood's paintings were ever hung in Lincoln Prison and what became of them.

*Above: Betchford Church (woodcut) by K. S. Wood*
FACES AND PLACES

SANDAR'S MALTINGS, GAINSBOROUGH. The 5 July 1996 edition of Gainsborough News carried an obituary of Margaret Mary Sandars who was the daughter of Gervase and Lady Winifred Elwes, born at Brigg and described as the 'last lady of the manor' at Gate Burton Hall. She was the widow of Lt Col Eric Sandars who owned the Bridge Street, Gainsborough maltings which later became Paul's Malt. After his death in 1974 the estate was divided and sold. An article, Malting in Gainsborough, appeared in The Journal of the Brewery History Society, Brewery History Number 80, Summer 1995. The report, written by Adam Menage and Colum Giles for the Royal Commission on Historical Monuments in England, contains a plan and detailed descriptions of the buildings and a history of the firm of Sandars and Sons. Photographs by Keith Findlater are reproduced in that publication and useful references are given. The full report (NBR No 61387) may be consulted at the National Buildings Record, RCHMr, Kemble Drive, Swindon SN2 2GZ.

ST RUMBOLDS CHURCH, LINCOLN. It has long been known that one of Lincoln's lost medieval churches lay in the grounds of the Sessions House. Recently conversion work has been taking place there and the remains of the church have been found. Experts now believe that it could be that of St Rumbold, formerly thought to lie near St Rumbold’s Street, Lincoln.

GRANTHAM. Katie Page, curator of Grantham Museum agrees with councillors and officers of South Kesteven District Council and Lincolnshire County Council that Grantham would be the ideal home for one of the four bombs recovered recently from the Harne Bay area. The bombs were used in a practice run along the Kent coast for the Dambusters' raids in 1943. Miss Page said that Grantham had a good argument on local grounds for keeping one of the bouncing bombs which were recovered intact. St Vincents in Grantham was the headquarters of 5 Group Bomber Command, under which 617 Squadron flew, and the raids were planned there. On the night of the raids, Sir Arthur 'Bomber' Harris and bomb inventor Sir Barnes Wallis were both in Grantham. The town's museum already has a substantial collection of Dambusters memorabilia and it is felt that the bomb would complement it. There has been a suggestion that it should be bronzed and mounted on a plinth on St Peter's Hill near the museum.

FORMER BISHOP OF SOUTHAMPTON. The Right Rev David Carrwright, Bishop of Southampton 1984-88, died on 24 April. The Times recorded that he was born in Lincolnshire, son of a master butcher, and educated at Grimsby Parish Church Choir School. He went on to read theology and history at Cambridge and after training at Westcott House served his title at Boston Parish Church under Canon A. M. Cook. After the war he held several livings and other church positions in the Bristol diocese. His ecumenical and administrative skills led to other positions nationally. He was actively involved in Anglican-Presbyterian conversations, and the Anglican-Methodist Unity Scheme.

TREASURE ACT. A law comes into force in September intended to simplify current complex procedures relating to ownership of finds. It defines treasure as 'objects other than coins … at least 300 years old and 10% gold or silver; coins (10% precious metal) found in hearths; any object which would be treasure trove under previous definitions, such as hoards of more recent gold coins.'

SLEAFORD. Old Sleaford Revealed is the title of a book by Sheila Elsdon to be published later this year. Mrs Elsdon's experiences in connection with archaeological excavations at Old Sleaford will be the basis of a talk on 25 September at St Denys' Church Room, Sleaford at 7.30pm, when copies of the book are expected to be available. This is in addition to SLHA programme. Everyone welcome.

A MATTER OF DEATH AND LIFE. Roy Reynolds of Louth, great-great-great-great-great-nephew of painter Sir Joshua Reynolds, is also an artist. As well as his own work, which includes a portrait of the Duke of Edinburgh, he has worked with police forces around the country on the reconstruction of faces where photography has not been possible. In April he produced a drawing of an unidentified man washed up on the coast near Skegness.
Waterways and their uses in Lincolnshire

Neville Birch

In early days a reliable source of water was an important consideration in establishing a settlement - so we find villages on the limestone escarpment, both north and south of Lincoln, built on the spring line and ignoring Roman roads. The streams and rivers that these springs supply were the life blood of Lincolnshire. Boundaries defined; sheep dipped, cattle watered, carts washed; corn mills driven, by water. Not only corn but paper and other materials were so processed; both water wheels and turbines were used (as at Alvingham and Claythorpe). These waterways were barriers too, isolating people from people. In spite of the maritime contacts across the Humber, that river was, and still is, a means of separation. Shallow crossing places were sought - Alford, Stamford and the Roman ford between Littleborough and Marton are reminders of this need. Alternatively enterprising boatmen would establish a regular ferry service; first a primitive row boat, later a chain ferry service, a sail or steam powered one, for example on the Trent at Dunham, Kinnards, Butterwick and Burringham, and on the Witham at Langrick, Tattershall, Kirkstead, Stixwould, Southrey, Bardney and Fiskerton. Eventually foot or carriage bridges might replace the difficult, often dangerous boat crossings, such as at Gainsborough, Dunham, Keadby, Tattershall, Langrick and Bardney; Fiskerton has a modern tubular footbridge. Often bridges could only be used on payment of a fee - pedestrians normally being exempt. Examples were at Kirkstead and Gainsborough. The toll bridge over the Trent at Gainsborough was jointly acquired in 1928 by the Lindsey and Nottinghamshire county councils, and at last the complaints by local people against paying tolls looked set to be ended - but not! The county councils continued to take tolls for another four years until the purchase price had been paid off. On the day in 1932 when the bridge was opened to all without payment, a great carnival procession of jubilant townspeople celebrated. Kirkstead swing bridge was built by the Great Northern Railway (GNR) to enable Kesteven folk to get to the station on the Lindsey bank and...
tolls were charged until the structure was acquired in 1939. Manually operated, it became more and more difficult to swing, and eventually could not be moved for river traffic. I can remember in 1968 being on a boat attempting to pass under it. We had to remove all the superstructure just to squeeze through! A high level concrete bridge replaced it in 1970.

The wider and deeper streams were navigable. The Fosse Dyke, constructed by the Romans, linked the Brayford with the Trent, and enabled through traffic to reach the Wash via the River Witham. Indeed it was the basis of Lincoln's medieval position as a staple town - one of only four in England authorised as a customs and excise post for trade with Europe. Through Lincoln passed the lead mined in Derbyshire, together with millstones. Despatched from Lincoln were the bales of wool bound for the West Riding, and bells were moved very few parts of the county were more than fifteen miles from a navigation. As a result, many watermen and vessel-owners found employment locally. Some navigations were designed to trade with particular places, for example Louth with Hull, and Horncastle with Boston. More evolved with the drainage of the fens and other low lying regions.

The first navigation lock in the county was constructed about 1672 at Torksey, and others followed on other navigations. Their sizes vary, although most would accommodate West Country keels, exceptions being at Louth, Horncastle, and at the top end of the Anholme navigation. Mitre-gates, operated by capstan, were normal but guillotine gates have been fitted this century to the upstream end of navigation locks, such as at Harlaxton Mill and Stamp End. Some of them require flood gates to counter an adjacent tidal river. They all had some kind of overflow system such by water from foundry to church. A tremendous amount of building stone was also carried this way.

During the eighteenth and nineteenth centuries new navigations were formed in this area, mainly by the improvement of rivers. Their chief contribution was the introduction of cheaper coal to almost the entire population of Lincolnshire. By the 1820s as a weir, culvert, or alternative portion of river. Sloops were the most common vessels trading in Lincolnshire, but other types included keels, billy boys, ketches and narrow boats. More recently motorised keels have worked into Lincoln, and much larger vessels on their way up the Trent to Newark and Nottingham. At the beginning of this
century a Mr Doughty, having learned the seafood trade with his father in Boston, decided to try his luck at Lincoln market, so every week he would load his boat with seafood and row up the Witham to Lincoln. In the end he settled in the city but continued to sell from his boat, and his successors had the same pitch, free of market rent, until the 1970s. From the re-opening of the Fosse Dyke in 1765 the Brayford was steadily developed over the next hundred years. Lined with commercial buildings on its north and east sides, it was a hive of activity by the 1840s. In the eighteenth century vessels could not pass under High Bridge. Any through cargo had to be carried by porters between Stamp End and Brayford Head - a useful source of income to the city. Due to the intervention of Sir Joseph Banks, a sand bar was removed and through navigation made possible again. On Sundays all movement of boats within the city stopped. Then fights would break out between rival boatmen, sometimes resulting in death, the body being thrown into the deep water close by High Bridge - in the Glory Hole. When the GNR laid its track along the southern edge of the Brayford, it was necessary to dump thousands of tons of sand and gravel there, drastically reducing the size of the pool. A twentieth century use for the pool was in the testing of pumps made at the nearby Foster-Gwynne works. The development of an important depot at Pycwippe Junction - a remote spot only
reached by the trackside - encouraged railway workers to make and operate a chain-driven ferry across the Fossdyke to the Pyewipe pub.

With the expansion of towns in the nineteenth century, a demand developed for better drinking water supplies, and some kind of organised sewage and refuse collection. For centuries Lincoln's refuse and sewage was discharged into the Witham via open gutters. Even the waste from the slaughter houses in Burchery Street (now Clasketgate) was disposed of in this manner. Despite warnings and recommendations by doctors, little was done before 1904, the time of the typhoid epidemic.

It was discovered that the drinking water supplied from Harstholme reservoir was akin to sewage. Such was the panic that no local water was acceptable. Train loads of water came from Willoughby near Alford, and other distant places. Although there was a plentiful supply of excellent water available in the Horncastle area, the city fathers opted for water from Nottinghamshire, at Elkesley. The new works and pipeline, including an aqueduct over the Trent, was opened in 1911.

From the 1820s onwards gasworks were installed in Lincolnshire towns, sited adjacent to a navigable waterway suitable for carrying coal, and for use in the process. For similar reasons electrical generating stations were established on riversides towards the end of the nineteenth century. Many fishermen still bewail the loss of the 'hot hole' near Lincoln's power station, the point of discharge from the cooling towers. As well as being a source of municipal supplies, rivers have been pumped into and out of for many reasons, such as to drain their lower levels. There has been extraction by local farmers, for example for watercress at Greasford, and by railway companies, such as at Lincoln and Boston. Rivers have been an important source of water for fire-fighting. Until recently, vast quantities of Midlands water was transferred from the Trent at Torksey to the Fossdyke, and fourteen miles to the east, at Fiskerton on the Witham, a similar amount was pumped into a pipeline that carried it northwards to a large reservoir at Elsham near Brigg, all for industry, until it was found unsuitable. In recent years reservoirs fed by local streams have been constructed, the above ground one at Covenham being an example, and many farmers have installed their own storage systems.

As a condition for granting its approval of a railway Bill, Parliament often insisted on a company's purchase of parallel navigations. The Fossdyke was sold three times to railway companies but only the third, the GNR, obtained its Act. Such GNR acquisitions were not the result of a shotgun marriage - the company actually wanted them. The availability of broad river banks between Boston, Lincoln and Saxilby enabled a railway to be laid on a ready-made track-bed at low cost. The only problem was crossing the navigations at Bardney Deeps and Saxilby. The railway company was responsible for the maintenance of these two waterways, for both drainage and navigation, though, naturally enough the latter was discouraged.

In spite of the GNR's introduction of a fourth class of quarter penny a mile between Lincoln and Boston, the steam paddle boats were not driven off the Witham until 1863, fifteen years later.

In its bid to connect Nottingham to Boston, the railway line from the west reached Sleaford in 1857. It was then suggested that the final link with the port should be via the Sleaford Navigation and the River Witham.

So it is of no surprise to come across reminders of railway ownership of waterways - bridge number plates on drains, trespass notices, and several cast iron mileposts by the Witham and Fossdyke that complemented - and differed in value from - the milestones installed by the old navigation company. Even Torksey Lock looks like a station platform! Because of the company's dual responsibility, the station porters on the Withamside were often also ferrymen and water bailiffs; Stixwould, Southrey, Kirkstead and Washingborough are examples.

Local waterways have been used for sporting activities over a long period. Decoys were in use for centuries, and the monasteries erected weirs across the Witham to establish fisheries, in conflict with would-be navigators. This tradition was continued by the hundreds of fishermen brought by special trains at weekends from the Sheffield area to the Witham around Dogdyke. They still come,
but in coaches. Swimming was eventually recognised by the local councils and open-air pools were formed at the edges of waterways. Lincoln - by the Fossdyke, Sleaford and Horncastle are some examples. All the navigations in Lincolnshire are inland, as are the docks, Boston excepted, and we even have an inland seaside resort, Cleethorpes, just inside the mouth of the Humber. It was developed by the Manchester, Sheffield and Lincoln Railway, at the eastern end of their system. In the 1820s, work was started on a new industrial town, New Bolingbroke, connected by a specially constructed canal to the Witham Navigable Drains. Several industries were under way before the speculator, John Parkinson went bankrupt. Important new users of river water began operations soon after the First World War. Sugar beet was commercially processed in Napoleon's time on the continent but the first factories in Britain were commissioned in the early 1920s. Five were in this county or nearby - Bardney, Spalding, Brigg, Newark and Kings Lynn - all prodigious users of water. Bardney and Brigg factories in their early days imported beet by river. Bardney had an electric conveyor across the river to move beet into the yard from Potterhanworth Fen. With the advent of animal hauled hoists, rowing paths were established. In this century, navigation towpaths provide public footways and useful routes for water, sewage and gas pipes, and for electricity cables. Land adjacent to rivers was often marshy and under water for part of the year, therefore very cheap to buy or rent, but near a transport system. Most of Lincoln's early industrial activity was set up on such sites. There were the millwrights' shops, Stamp End boatyard, Clayton Shuttleworth and Ruston's. Even the later developments in engineering occurred on Spike Island, for example Foster's, Dawson's and Ruston Bucyrus. Both our ancient ports of Grimsby and Boston have had docks added to them, and a new port at Immingham created just before the First World War. They are all important historically as exporters of coal.

Today there is a new appreciation of the benefits of waterways. Recently Sleaford has been making vigorous attempts to improve its waterside facilities, and the riverhead at Louth is a target for European funds. Our wonderful variety of waterside features - bridges, aqueducts, mills, factories, pumps, warehouses and the rest, represent both past and present uses for our local waterways, and is a fascinating heritage.

Vicars' Court, Lincoln, with the Cathedral in the background.
A LITTLE TREASURE

A source of information or a pleasant half-hour's diversion - whichever way you look at it, A Ramble through the Parish of St Mary Magdalen, Lincoln in AASRP, Vol XXI, 1 (1891) is worthy of attention. The Rev Arthur Roland Maddison, with information derived not only from the Rate Books of the parish and the Register but also, to his delight, from an award of seats for the newly built church of St Mary Magdalen in 1689, lists the congregation of St Mary's - the Tywhits and the Heneages. Mr Rippon the butcher, whose shop was on the Bail, and the rest - with a description of their family connections and the history of their houses. Of the Burghersh Chantry (immediately north of Atherstone Place) he wrote:

The house has been grievously pulled about, and deprived of its medieval features, and it is difficult to realise exactly what it was like when it boasted a gate house covered with lead as is mentioned in a survey of 1649. . . .

Of course in medieval times it was the residence of the Priests and Choristers attached to Lord Burghersh's Chantry in the Cathedral. The twelve 'Burghersh Chanters' in the choir, next in rank to the four choristers of the still older foundation of Bishop Gravesead, are the survival of the Chantry.

Of Atherstone Place itself, Maddison tells us that it had been three dwelling places in the seventeenth century. The covered way from the front door to the street was built by Sir Richard Sutton during his tenancy. These were leased at different times to a number of people with well-known names such as Ayscough, Heneage and Dallyson. In 1784 Captain John Hare occupied Atherstone Place. He had served in the 9th Light Dragoons, and was nicknamed 'Army Hare' to distinguish him from another John Hare who was called 'Navy Hare'.

Maddison is important in the development of local history because he was convinced that writing historical accounts should be based on the evidence of source materials. This shows in careful backing up of theories, often with several arguments, viz:

My impression is that the present Lion and Snake was the ancient Ram, and that the southern tenements constituted the Red Lion, and that the two was were joined together in the last century. In 1741, 'the Snake' is added to the title. A lease was granted to Clement Wood, Governor of the Castle, of the 'Red Lyon and Snake', occupied by William Poole. In 1753 a lease was granted to Thomas Howson of the Bail, blacksmith, of two cottages adjoining the Inn, formerly called the Ram but now the Red Lyon, north, and part of a building, formerly part of the Red Lyon, south.' . . .

And then the reader can sense Maddison's triumph:

Lastly, in 1783, (the Chapter) leased to John Woodthorpe 'the Inn formerly called the Ram, then the Red Lyon, then the Earl of Scarborough's Arms, but now the Red Lyon and Snake'.

Atton Place was a school for young ladies in the eighteenth century. We are told that a Miss Mary Blaydwin, heiress of a wealthy Boston merchant, eloped from the school with a Captain Richard St George of the 8th Dragoons, quartered at Newark. They were wed in 1747. Captain St George died ten years later, and Mrs St George married, in 1758, John Craddock, DD, Archbishop of Dublin.

Arthur Maddison himself never married. He was for many years a Priest Vicar of Lincoln Cathedral and lived in Vicars' Court. In 1877 he became Cathedral Librarian, and two years later was also appointed Successor. He made numerous contributions to Lincolnshire Notes and Queries and edited Lincolnshire Pedigrees. From 1904-1906 he was rector of St Mary Magdalen, whose erstwhile congregation had so fascinated him. Maddison died in 1912, aged 69. An account of his life and work, by Charles Bennett, can be found in Some Historians of Lincolnshire (SLIA 1989), with a picture of him as a (youthful) sixty-two-year-old.
The late Fred Dobson, 'master of Lincolnshire dialect' was well known as a writer and broadcaster. He was a regular contributor to Lincolnshire Past & Present with his dialect stories and poems. We are very fortunate to have some of his unpublished work, and we include a school story in this issue.

How many readers can remember the old school 'Standards'? The children in this group must have been the equivalent of Years 8-9, but the fact that they were approaching school leaving age makes them seem much older.

Right: Fred Dobson at work at Tanya Knitwear, Fiskerton, in the 1960s.

**False Start or Trial Run?**

Some'ow, it seemed to be the custom of Standard Six, at Steadleworth School, to hold a major rumpus just afore mornin' school started. One reason, maybe, was on account of a moore than average lot o' big lads i' that class, who was ommust fowteen, school-leavin' age; them as 'edn't passed through school fast enou' to git into Standards 7 or 8: that last one allust been' called 'ex-seven'. Even the teachar couldn't tell yer why!

Well, 'Seggy-bell' rung and the 'Sixers' maade a wild dash to join the orderly lines formin'-up to march into school, including that disorderly trio, Jack Desley, Perce Wheateaman, an' their huge maate, Chris Bowles. Miss Bardwell blow her whistle, called, 'Forward march!' and the scholars began to file into school, moosat on 'em just within fer fower o'clock already.

'New teeacher today' whispered Chris. 'Noobody's seen 'er yit. Ah wonder what she's like!'

Mester Ponder 'ed been big an' burly, but maybe not really bossy enough - 'oapless, i' fact, wheer the present Standard Six was consumed - them, truth to tell, onlly a bit hextry-outdadaeous, ayther then real problem kids. All the same, 'Ohd Pongo' at the end, 'ed absolutely just ached to retire! After Prayers, Mester Devlin broght to Standard Six the dark little straanger as 'ed stood wi' the teachar. 'Boys and girls, this is Miss Trent, who is taking over your class. I want you all to pull your socks up, to make a renewed effort with your lessons, and help your teacher to help you make this class the best in the school - something both you and she can be proud of.' Well, yar know all that old guff as well as I do.

Miss Trent smiled, said a bit back summats after the same style, as expected, seed Mester Devlin off out the rooad, then got the class agaate o' workin' on summats already 'andy fer 'em, an' fer the rest of the daasy set 'ersen pickin' up 'er job from nootes on 'er desk an' sichlike.

Fwsed to deal 'Ohd Pongo, there was an 'um o' sound a bit above average i' the room, but generally the class seemed to be laazin' along pretty much as normal. Occassionally Miss Trent glanced up an' around, but seemed more consumed wi' various pappers, books, and some list she was checkin'.

Soon the daasy passed until, into the last 'arf-hour, Miss Trent stood up, stretched 'ersen, then started ivrrybody as she thwacked a ruler on 'er desk.

'Now, everyone, attention please!'

With a twisted little smile, she faced that sloppy, grimin' lot. 'I have not bothered you today, neither,
despite appearances, have I forgotten or ignored you, Mr Devlin said get used to your class. I have watched and listened, doing just that. Miss Foote kindly made a plan of this class - who was sitting where, so I could identify you all. Now it's your turn to get to know me, and so you shall!

'Percy Wheatman! I'm 23, thanks for your concern! Margaret Woolley! I shall not turn out a stuck-up bitch, I assure you! Take fifty lines. You may not like my face, Annie Holbrooke, but I was both Miss Horncastle and Miss Lindsey in the Contests last year. Muriel Searle! My name is Elvira Trent - not Lady Muck from Pooh Hall! Richard Waller! You should know that everyone needs time to settle in a new job, therefore it is premature for you to say that I am like "something in a colander as can't git out fer 'ooales." Take two hundred lines!'

Elvira Trent turned slightly, to gaze at the big, rough lad seated at far back-left. 'Christopher Bowles! I will pardon your slight crudities. Just as you told Desley, this "poor little bee" is certainly doing her best, and will continue so to do! As to the most outstanding of your other remarks, printable and otherwise, no need to wait until you are twenty to walk me home - I shall be honoured if you will accompany me to the gate of my lodgings, after Final Bell has rung, and kindly carry my bag of books!'

Suddenly the stern face had vanished like a passing cloud. Elvira Trent smiled at them and said merrily, 'Forgive my joke! No lines for anyone! Final Bell any moment, so goodbye for now, and we'll really start tomorrow to make things hum! Ah, the Bell! Come along, Mister Bowles - I can't carry that lot!'

Boys of Westgate School, Lincoln, with Mr Davey and Mr Wallhead, 1896
WESTGATE SCHOOL, LINCOLN

Westgate Boys' School opened in 1895, with a separate, mixed infants' school on the same site. About a quarter of the pupils were from the workhouse in those days. The schoolmaster was James 'Cocky' Davy. Aged forty-three, he was assisted by a pupil-teacher, Tom Prince Waner, and a monitor, William Pagdin and, if one of them was ill, by his twenty-one-year-old wife as locum. Although the school was plagued with mumps, ringworm and measles, it escaped typhoid in the epidemic of 1905. The boys joined in the celebrations when the new water tower, close to the school, was opened in 1911. At a reunion which Westgate School held as part of their centenary celebrations, ex-pupils could remember the tower being built, and that a construction worker had fallen to his death just before it was finished.

James Davy died in office in May, 1916. The senior teacher addressed the school, saying, 'Make Mr Davy a pattern for your own lives.' The next headteacher, Mr E. W. J. Birkett was a native of Lincoln and lived in Burton Road for much of his life. He began his teaching career as a pupil-teacher at Wharf Road Wesleyan Day School in Grantham.

He organised several fund-raising schemes at Westgate School during the First World War, including a Christmas dinner collection for blinded soldiers. During the Second World War the headteacher, Charles Friskney was an ARP warden. Westgate was still a boys' school of 220 pupils; the adjoining infants' school had closed. Air raids were a constant concern at the school and a shelter was built. Even so, thirty evacuee children and three teachers joined the school from Leeds.

In 1948 a former teacher at Westgate, Leslie Meldrum returned as headteacher. Although he was known to be strict, his declared aim was 'to ensure boys enjoy coming to school.' He must have achieved it for inspectors described his school as 'happy and successful'. School meals were available by now, the tables 'tastefully decorated with flowers!' Still a junior school, Westgate became co-educational under headteacher Jack Pritchard in 1967. It was a middle school from 1973 to 1984, when it reverted to being Westgate Junior School.

In 1967 and 1973, land was acquired for the school when houses in Reservoir Street and the Youth Chaplain's House in Westgate were demolished. In 1995 Westgate School put on a centenary musical performance. It was written as a result of two years' research into the school's history. The two articles which follow were written by pupils for their special supplement in the Lincolnshire Echo, and are reproduced by permission of the headteacher.

Great great Scott - it's Grandad!

Sir George Gilbert Scott (1811 - 1878)

My great-great-grandad was an architect for St Pancras Station, the Albert Memorial and the Foreign Office building in London, during the reign of Queen Victoria. He also designed and built Kelham Hall near Newark.

Lord Palmerston, the Foreign Minister, and my ancestor were not very good friends, but he did get a medal from Queen Victoria for his work.

My great-great-grandfather was called Sir George Gilbert Scott. He started his career building workhouses. One of the earliest is in Horncastle.

His first church was St Nicholas' Church, Newport in 1838. His last church was St Paul's Church, Fulney, Spalding in 1880. In Lincoln Cathedral the pulpit in St Hugh's Choir is also his work. Sir George died in 1878. He was buried in the Church of Westminster Abbey.

My great-uncle Giles was also a Victorian architect, born 1880. He designed and built St Andrew's Church, in Liverpool, and Waterloo Bridge in London. Sir Giles was the inventor of the famous Red Telephone Box.

Messing about on the river had tragic end

In the year 1916 there was an accident in Lincoln on the River Witham, which would never happen today.

It happened on a Sunday afternoon. There was a ferry going across the River Witham from Washingborough to Greetwell. The boat was pulled across the river by chains. The boat had a flat underside because the river wasn't very deep. There were rails on the sides to hold on to but it had an open end and it was not very safe.

Turtle

On this Sunday afternoon a 69-year-old ferryman, Mr George Moore, took the boat across from the Washingborough side to the Greetwell side with only a few people on. People jumped on board and overloaded it for the trip back. There were about twenty-five people on board. George Moore asked for some people to get off. Some people did and others rocked the boat to get it moving. As the boat got further into the water she listed to one side and began to tip over. People ran to the other side of the boat shouting, 'Up-i-laddy-i-ay!' Then the boat dipped down on the Lincoln side and turned turtle. The ferryman and all the passengers fell into the water. The ferryman helped to get people out, but two drowned because they got trapped under the boat.

This case was taken to court. The boy who was drowned, and the drowned man, who worked at Ruston's, had been carried out of the water by the ferryman. The ferryman was not blamed for the accident. It was blamed on the people for shouting and messing around, and refusing to get off the boat. It was suggested that a lifebelt was kept near the ferry.

Today there is no ferry at Washingborough but there is a pub called The Ferryboat Inn. One of the passengers who drowned was eight-year-old George Melson who attended Westgate School.

by Martin McGinty

Children mourn the death of George Melson: re-enactment by Westgate pupils at The Lawn, Lincoln, 1995
THE KIRTON IN LINDSEY SOCIETY
1986 - 1997
Nick Lyons

A common reflection of the popularity of Local Studies over the last two decades has been the proliferation of formally organised community history groups. A few minutes scanning the pamphlet publications available in centres such as Jews' Court will bear this out. Some groups have taken on the broadest possible field of interest and involvement, covering all aspects of local study, perhaps as Civic Societies, whilst at the other end of the scale are single-issue groups called or calling themselves into existence to pursue a narrow path towards a specific end. Such societies tend to be very unlike the town or county-based organisations of the 1950s and 1960s, specifically because of an honestly acknowledged parochialism. Many continue to flourish despite fluctuations in their membership and finances.

One of these deliberately localised groups is the Kirton in Lindsey Society, which this year quietly celebrates ten years of unbroken, active existence. Its main purpose has been to foster interest in issues of importance to the community of Kirton in Lindsey, particularly in matters historical, but in broader environmental issues as well. As far as is known, Kirton has had no previous organisation like this. There were various societies and informal groups established at different times way back into the nineteenth century, but, apart from a public Reading Room (which came to incorporate a billiards club), ecclesiastical attempts to encourage self-improvement through evening schools or penny readings, and spasmodic later forays by the WEA, Kirtonians appear to have been happy to allow their history and environment to remain the concern of a few educated people and some eccentrics. Often it seemed to be left to bar-gossips and the local wise man to embroider, invent, and otherwise palpably corrupt a few 'known facts' about the place's development.

In 1986 a group of a dozen or so individuals came together privately in Kirton in Lindsey to talk about the past. None was professionally concerned with such issues, and apparently the only motive was genuine curiosity. The idea of keeping a written record was popular enough for informal notes to be taken, duplicated and distributed; although these seem to have been compiled for only four meetings - September, October and November 1986 - they indicate that rapid progress was made. The first recorded meeting produced ambitious suggestions for an oral history project, and a town-wide collation of historical records in private possession; much reliance could be placed, it was assumed, on those local people who were held to enjoy particular historical wisdom. Attitudes seem to have developed with some speed, oral history proving a good idea - for someone else to undertake! The larger part of local records had gone to public archives which were at an inconvenient distance from Kirton, so not much progress could be made immediately in providing a comprehensive list. Examples of local knowledge about the town's past were presented and recorded on paper (they remain interesting even when wildly inaccurate) but even of these the supply dried up.

By the end of October members of the group were asked to suggest names of possible future speakers' from outside the immediate community, with specialist knowledge and expertise. The same meeting discussed subscriptions and appointed a treasurer. Meetings with outside speakers were held throughout 1987, for which no written record seems to have survived, and in September an inaugural meeting of what was to become the Kirton in Lindsey Society was held.

The solely historical direction was broadened to include potentially wider interests. In practice, the Society's dominant concern has been historical. A range of possible activities was identified early on; some have proven too ambitious, such as the projected oral collections, a parish map with scale models of the buildings, a central collection of
transcribed local records, and establishment of a museum. Most active societies depend on the whole-hearted efforts of key members, and perhaps ideas which came to little did so because that vital, energising figure or group was not found for them. Certainly this is the reason no recorder has ever been appointed, to take notes at each meeting both of the speaker's delivery and audience response - which often includes specialist information or ideas worthy of record. The reader will recognise that these less successful ideas tended to be the ones which called for active participation and initiative from members. Nevertheless, we are left with plenty of sound enough enjoyment by members and friends across a range of what can be called non-participatory events. There are monthly meetings from September to June, with speakers using the available gamut of lecturing aids to inform and amuse their audiences. Certain topics bring particularly good attendance: antiques, railways, and air history do well, and archaeology, in any of its forms, draws strongly. So does any topic making use of early photographs, particularly from the wider area around Kirton. On the whole, audiences continue to respond well to traditional 'lecturing with pictures', and indeed expect it. The strong programme of talks is central to the Society's current existence, and is likely to continue as long as speakers can be found.

The committee has made a collection of printed material, mainly in book form, relating to Kirton. This was begun early on, although the relatively slight demand made on it by members has led to its being deposited for wider reference by the public in the local Library. From time to time the Society's own publications are added to it. A Town Trail, with maps and pictures, has been a steady seller, and has gone into three (now revised) editions; a large Town Map is available separately. Three substantial soft-backed publications which have sold well are concerned with local transport, the churches in the community, and Kirton in fiction. Four large-scale, open exhibitions have been organised by the committee for which good local material not usually accessible to the public was offered. An exhibition of maps and mapmaking was organised in conjunction with a day-school, planned jointly with SLHA. Several day-schools have been run and although attendance has not always been as large as subjects and speakers merited, they are good for the Society and for the place, bringing in visitors, occasionally from some distance. Town tours have been included successfully as part of the Society's regular programme, aimed mainly at people recently moved into the area. Much work falls directly on the committee, particularly the secretary and treasurer. The founding secretary worked to establish the Society, and managed registration with the Charity Commissioners. Her successor has served nearly seven years (and is seeking relief). There have been two similarly long-serving treasurers, who have presided over a gradual but comfortable growth in funds, derived, in the main, from carefully managed subscriptions. It is largely this financial security which has allowed close planning of programmes, both of talks and publications.

The Kirton in Lindsey Society seems to serve well a small but loyal group of people; there are thirty-seven full members currently, although meetings are open and draw several non-members who contribute financially. The majority of members are from Kirton and the villages westwards, which reflects social geography - people being more responsive to links between Kirton and Gainsborough than those between Kirton and Brigg. The Society meets in the Town Hall, the trustees of which have been very encouraging. Finding new speakers is never easy, and they are likely to charge relatively higher fees than a decade or so ago. I suggest this relates to the increasing problem of finding people willing to undertake voluntary duties generally. It seems that those most able to contribute by virtue of particular expertise are more than ever under pressure from their day-to-day work. Modern technology and streamlined management apparently cannot achieve the leisure society.

In the next decade, how will a nation in which theoretically much more free time is available, begin to adapt to allow its civilised enjoyment? And will those now under forty (who currently stay away in droves from many voluntary societies) find that inevitable age impels them into new attitudes, attendance, and patterns of participation?
in the *Lincolnshire Historian*, published by this Society's predecessor, the Lincolnshire Local History Society in the 1950s, it was customary occasionally to publish the transcript of an original document. We thought it would be a practice worth continuing, and invite suggestions. The item should be accompanied by information as to source, permission (if required) and a few words of explanation if thought necessary.

The following Public Notice was sent in by Rex Russell. It appeared in the *Lincoln, Rutland and Stamford Mercury*, 3 August 1838. The Stamford open fields were effectively enclosed by the end of the eighteenth century but, because of the landowners' disagreement about some of the town land, the Enclosure Act was delayed until 1870. The Award was made in 1875.

**STAMFORD OPEN FIELDS —— Notice to Gleaners.**

At a meeting of the occupiers of land within the Open Fields of Stamford, held at the house of Mr Wm. Roberts, called the Horns Inn, on Wednesday the 1st day of August 1838:

Mr Jas. Torkington in the Chair.

The following Resolutions were unanimously agreed to.

First - That such persons that belong to and are inhabitants of any of the parishes of All Saints', St John's, St Michael's, St George's, and St Mary's within the town of Stamford, ONLY will be allowed to GLEAN in and over the said FIELDS, and that they are not to go into the fields before 9 o'clock in the Morning, nor to remain there after 6 o'clock in the Evening and on no account to go upon any land until it is cleared.

Secondly - That every person found gleaning contrary to the above Resolution, will be proceeded against according to Law; and the parents of Children are particularly cautioned to prevent any Child from gleaning contrary to the above Order.

Thirdly - That the Occupiers of Land are not to allow their Reapers or Workmen employed on their land to suffer their Wives or Children, or any other persons, to glean before the land is cleared; and that no stubble be mown (except to the extent of thatching) or stock put on land, before the Gleaners have been over it.

Fourthly - That no persons who go into the field as Gleaners shall go across the standing or mown Corn in going from one piece of land to another.

Fifthly - That all the Expenses attending the carrying into effect of these Resolutions, shall be defrayed by the Occupiers of Land in proportion to their quantity, to be raised by an acre rate, and that Threepence per Acre be immediately collected from such Occupiers. And as the Owners or lessees of the Tithe are equally interested in the protection of the property, it is expected they will pay one-tenth part of the sums collected in the respective parishes, in addition to such subscription.

Sixthly - That the following Occupiers be named as a Committee, viz Mr Jas. Torkington, Mr Wm. Roberts, Mr John Smith, Mr Wm. Spencer, Mr John Palmer, Mr Wm. Scholes, Mr Chas. Reesby, Mr Benj. Pearson, Mr Jas. Scholes, Mr W. Waterfield, and Mr Thos. Roberts, with power to add to their number. They will receive the Rates, employ Persons, give such Notice and Orders as many as may be necessary for carrying into effect the objects of this meeting, and make all Payments for that purpose; and that Three shall have power to act.

Seventhly - That these Resolutions be signed by the Occupiers, inserted once in each of the Stamford Newspapers, and circulated by handbills.

Signed by the Chairman and many of the Occupiers.
NOTES AND QUERIES

28.1 FAST TRAIN TO...? (LP&P 27.3). This photograph is of great interest, as it has been dated to 1887-88, and pre-1890 photographs of moving trains are exceptionally rare. John Minnis, in E. J. Bedford of Lincon (Didcot, Wild Swan Publications, 1989, p.3), mentions only half a dozen, and points out that photographing moving trains at this period, with slow films and shutter speeds, was a considerable challenge. Thus this Market Rasen example is of more than local interest, and worth careful treatment. Various issues of Bradshaw’s railway guide show that until after 1945 almost all passenger services on the Market Rasen line called at all stations. A once-a-week seasonal train travelling at relatively high speed, and passing the town without stopping, would have been a novelty.

There are three possibilities as to what the ‘fast train’ is: (1) a regular scheduled service, (2) an advertised excursion, or (3) a chartered special. Possibility (2) might be identified by a search of contemporary newspaper advertisements, (3) is probably impossible to prove, but I suggest there is a good case for (1) being the ‘right answer’, and for the train being a seasonal holiday service from Nottingham to Cleethorpes.

In Bradshaw’s August 1887 Railway Guide (reprinted Newton Abbot, David and Charles, 1968), a train is shown on Saturdays only, leaving Lincoln (Midland, later St Marks) at 12.05pm, running non-stop to Grimsby Docks (arrive 1.20pm) and terminating at Cleethorpes at 1.32pm. Although not advertised as such, it seems to be a continuation of a Saturdays-only train which had left Nottingham at 11.10am, arriving at Lincoln at 12 noon. The return train ran on Tuesdays, leaving Cleethorpes at 5.15pm, running non-stop from Grimsby town (5.30pm) to Lincoln (arrive 6.50pm); continuation to Nottingham is implied by a Tuesdays-only train leaving Lincoln at 7.00pm and arriving at Nottingham at 7.50pm. Identification of the ‘fast train’ as the 12.05 ex-Lincoln is supported by the angle of shadows of wagons on the left of the picture, which is appropriate for around 12.30pm. Richard Oliver

28.2 THANKFUL VILLAGES. Teigh, in Rutland, was a ‘First World War Thankful Village’. That denoted that all of its soldier sons had returned home safe and sound from the war. Does anyone know if there were any ‘thankful villages’ in Lincolnshire? Malcolm Knapp.

28.3 CHURCHES IN NORTH LINCOLNSHIRE. Lambeth Palace Library Annual Review 1996 includes an item of interest for Lincolnshire. The Library contains some 15,000 files of the Incorporated Church Building Society, one of the most frequently consulted collections. For an article referring to its use see the latest number of the Local Historian. The review continues:

‘Drawings which show their (churches) pre-Victorian appearance are of great value and interest, and we are grateful to the Friends for presenting a volume of watercolours of churches and other buildings in the hundred of Yarborough, Lincolnshire, drawn in 1806. Amongst twenty churches represented by the artist (named only as “Saunders”) is All Saints, Goxhill, which was repaired and partly rebuilt in 1878-79. Another is the parish church of Melton Ross.’

A copy of the picture of this classical church is produced in the review. The ICBS collection includes the plan of Ewan Christian’s new church of 1867. Presumably this is the Saunders of Saunders and T. Allen (A History of Lincolnshire). Perhaps a reader can supply more details?

28.4 MEDIEVAL COINS (found in Grantham on 12 April 1994) (LP&P 16.4). The 462 silver coins found at Conduit Lane were examined by Dr B. J. Cook of the British Museum in November 1994 and declared treasure trove at an inquest in January 1995. Since then I have heard nothing of the coins and would be interested to know what happened to them, Juanna L. Knapp.

28.5 THE VICTORIA INN, SLEAFORD. Michael Turland sent the following query to the Sleaford Standard last year, with nil response! Perhaps our readers can do better:

Before 1896 this inn (the Victoria) was the New White Hart, and the original building can be seen at
the rear of the premises. But by 1900 it had been renamed the *Victoria*. There was a reason. The New *White Hart* was some 7m from the buildings on the east side of Southgate; the roadway was about 4.5m wide (compared to 7m in front of the Congregational Chapel, built 1869). The *Victoria* is 11m from the east side of Southgate, and the roadway 8m. During the period 1896-1900 about 4m was sliced off the front of the inn, and a new stone facade was erected, still there today. But what did the New *White Hart* look like when it jutted out into Southgate? I do not recall seeing a photograph anywhere which shows it. Does any reader have such a picture, which could, perhaps, be published?

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We wonder what readers' feelings are about modern local street naming. *Hilary Bealey* describes her experience as

## THE HORROR THAT IS BROOKSIDE

Speaking only of the southern half of the county, the part I see the most, it is quite depressing as one goes around, to read the bland and anonymous names given to new rural housing developments - Parklands, Meadow Close, and Brookside. The latter, to be found in a number of villages where the 'Brook' has always been known as the 'beck' - and that applies to most of the county is particularly galling to a local historian.

One wonders whether building firms ever try to find out traditional names or local connections. The closest they come to anything historical is probably in choosing the ubiquitous Manor Gardens (one in Boston where no manor ever was) and Grange Drives. These two names are no doubt chosen because they sound up-market; in the past they were the names of the more substantial dwellings in the parish. Many older houses have changed their original names to ones including manor or grange (or hall or priory) merely for the sound of the name. It would be more interesting if they were ingenious, like the Woodside estate in Boston, established next to a crescenting wood yard! Another effect arises from incomers' mistrust of existing names. This is apart from the related perennial problem of trying to reassure colleagues that the first part of Folkingham rhymes with sock and not soil, and that both are quite safe to use. It is many years since Drainside North (Kirton in Holland) was changed to Manor Road - it's that 'manor' again - presumably on account of a modern understanding of the word 'drain'. More recently an attempt was made to abolish Goosemeat Lane in Sibsey, but fortunately enough people were perfectly happy with it, and it has survived. Similar action in respect of Belchmire Lane in Gosberton can only be a matter of time.

My opening statement is, of course, a sweeping generalisation, and there are always pockets of resistance. Ancaster, though sporting a Brookside, also recognises in Angel Court the site of a former public house. Similarly Waterloo Paddock in Leasingham is named after the pre-existing farm. The farm itself would have been named after the national battle, so perhaps we should not be surprised at the Falklands estate at Sutton Bridge. Returning to Ancaster, the Roman theme has been maintained here, with not only Roman Way, but also Flaminian Way, though I am not too sure who Flaminia or Flaminus was! It shows positive local interest and character - or distinctiveness as the latest buzzword puts it. Nor has Ancaster succumbed to the snobbish attitude that looks down on the word 'street' as if it only applied to back-to-back housing. One could hardly have a more distinguished address than a number like 84 Ermine Street, on one of the oldest roads in Roman Britain. Archaeology can be a disadvantage, since sometimes it is assumed that anything old must be Roman, and a Roman name is applied. There is unlikely to be a half in the course of development, but perhaps we can alert our councillors and others with influence by encouraging more imagination and initiative. I believe I had a hand about fifteen years ago in drawing attention to an area called The Hurn in Digby, but I cannot claim any other successes. At the time I supposed that an adjacent site, once known as Greenbanks, would have more developer appeal, but I think it was never built on.
This poem was sent to Ann Oliver, my great-great-grandmother, on the occasion of her marriage to David Carbett, on 4 April 1827, by one of her brothers. I do not know if it was written by him or if it was copied. Beryl M. Jackson.

Advice on Entering the Marriage State

Let not my sister when a wife,  But yet, God's daily blessing crave,  'Tis not the way to scold at large,  With an ungrateful sound,  Tho' you have left a parent's wing,  Mutual attempts to serve and please  With all her fears adieu,  Nor trust your youthful heart,  Whate'er proud reason boast,  Nor longer ask his care,  For those their duties best discharge  'Tis seldom found that husbands bring  Who condescend the most  A lighter yoke to bear.

I do not wish to damp your mirth,  Tho' you have left a parent's wing,  Mutual attempts to serve and please  With an ungrateful sound,  Nor longer ask his care,  Thus you will draw the yoke with ease  But O! Remember bliss on earth;  'Tis seldom found that husbands bring  Not discord interfere  No mortal ever found.

Your prospects and your hopes be great,  They have their humours and their faults  Thus give your tender passions scope,  May God your hopes fulfil,  So mutable is man,  And better things pursue;  But you will find in every state,  Excuse his failings in your thoughts,  Be Heaven the object of your hope,  Some difficulties still,

The rice which may join your hand,  And hide them if you can.

No anger nor resentment keep,  As you must both resign your breath,  Cannot ensure content,  Whatever is amiss,

Be reconciled before you sleep,  And God alone knows when,

And love the best cement,  And seal it with a kiss.

No anger nor resentment keep,  As you must both resign your breath,  And God alone knows when,

A friendship founded on esteem,  Or if there's cause to reprimand,  And may the Lord your way approve,  Life's battering blast endures,  Do it with mild address,  And grant you both a share

It will not vanish in a dream,  Remember he's your dearest friend,  In His redeeming pard'ning love,

And such I hope be yours  And love him ne'er the less.  And providential care.
Diagram of the workings of a church clock by John Ablott, clock repairer and restorer of Alkborough, North Lincolnshire.

An example; not of any particular church, it was drawn for a conference at Bury St Edmunds
BOOK NOTES

Christopher Sturman

Copies of most of these titles can be obtained through the Lincolnshire Heritage Bookshop at Jews' Court. Postage is extra. Shop hours: Tuesday - Saturday, 10am - 4pm.

ANN THWAITE, Emily Tennyson; the Poet's Wife. Faber, 1996. ISBN 0 571 16554 0. £25.00.

Emily Tennyson died a hundred years ago last August, outliving her beloved Alfred by nearly four years. Emily was the central person in Alfred's life, but his many biographers have either marginalised Emily's role or have caricatured her as self-effacing and as a frail invalid confined to her sofa for many years. As a result of Ann Thwaite's exhaustive research, Emily emerges as a strong, even passionate, person, a devoted mother to her two sons Hallam and Lionel, a most resourceful organiser of the Tennyson households at Farringford and Aldworth - and at times even a severe critic of her husband's work (she was well-read, even by Victorian standards).

That Emily has remained in the shadows for so long is partly the product of the writing of Hallam Tennyson's Alfred, Lord Tennyson: A Memoir, published in 1897. Many thousands of letters were destroyed as Hallam (and Emily, as Ann Thwaite admirably demonstrates) assembled the materials for the Memoir. A good deal of the material destroyed related to the years prior to Alfred and Emily's wedding in 1850, for the Lincolnshire reader, the real strength of Ann Thwaite's biography lies in her examination - amounting to about a quarter of the 700-page book - of these early, and often difficult, years.

Emily was the eldest daughter of Henry Sellwood, a Horncastle solicitor. (The house in the market place, in which she was born in 1813, alas, no longer survives, being demolished in the 1960s to make way for the town's branch of Woolworth's!) Her mother, a sister of Sir John Franklin, died when Emily was three. Emily came to know the Tennysons, who lived not far distant, at Somersby, from a relatively early age. It is possible that the connection with Somersby was strengthened through the family of Dr William Bousfield, physician to Dr Tennyson, who moved to Horncastle from Spilsby in 1823 and whose sisters ran a school for 'young ladies' in Far Street. Emily and her sisters were probably educated here before they were dispatched to boarding schools in Brighton and London; Ann Thwaite suggests that the Tennyson girls may have spent some time at the school as well (though she does not point out that another of the Misses Bousfield ran a school in Spilsby, and the Tennyson girls might have gone there, if, indeed, they ever left Somersby for their education).

Whatever the nature of these early contacts, by the 1830s Emily was a regular visitor to Somersby. In 1835 her sister Louisa became engaged to Alfred's elder brother, Charles. At their marriage in 1836, according to family tradition, Alfred and Emily fell in love. Their engagement, however, was beset with problems and in 1839 it was broken off. The explanation given in the Memoir that this was because of Alfred's financial difficulties is, as Ann Thwaite chronicles, somewhat 'diplomatic with the truth.' The real problem lay in the separation of Charles and Louisa, which lasted from 1839 until 1849. Only when they were re-united could Alfred and Emily marry.

The piecing together of often fragmentary material for these early years is both skilful and convincing. Ann Thwaite generously acknowledges using some of my unpublished research as well as that of Roger Evans - and it is certainly to be hoped that the success of Emily Tennyson; the Poet's Wife will encourage a publisher to consider printing Dr Evans' important work on the sad life of Charles (Alfred's favourite brother), who was vicar of Grasby, and Louisa.

Ann Thwaite's biography must be considered one of the major pieces of Tennyson scholarship of recent years. Because of the nature of this short notice I can only hint at the details of a rich and rewarding life so faithfully recovered. Those who read Emily Tennyson; the Poet's Wife will appreciate why Edward Lear was to write so engagingly. 'Fifteen Angels, several hundreds of ordinary women, many philosophers, a heap of truly wise and kind mothers, three or four minor prophets and a lot of doctors and schoolmistresses might all be boiled down and yet their combined essence would fall short of what Emily Tennyson really is!'

[This is a shortened and partially re-written version of a review which it was impossible to include in last year's Lincolnshire History & Archaeology. The full review will appear in the next number.]


The clockmaker John Harrison (1693-1776), though born
in Yorkshire, came to Barrow-on-Humber at the age of three. His early training as a carpenter with his father stood him in good stead in later life for he was effectively to solve the problem of establishing the longitude of a vessel at sea, which had become so acute that in 1714 parliament under the Longitude Act offered a King's Ransom (£20,000) to anyone who successfully devised a solution. Harrison's solutions, a series of chronometers constructed over a thirty-year period from the mid 1730s (by which time he had moved permanently to London) are on display in the National Maritime Museum at Greenwich - Harrison's H-4, his final chronometer, is likened to the 'Mona Lisa or The Night Watch of Horology', it was not until 1773 that Harrison was able to claim - though not to receive in full - his rightful reward. The delay arose from the Board of Longitude's preference for an astronomical, rather than a mechanical, solution. (The latter had been identified, yet deemed unlikely, by Sir Isaac Newton as a watch to keep time exactly. But, by reason of the motion of the ship, the variation of heat and cold, wet and dry, and the difference of gravity in different longitudes, such a watch has not yet been made').

John Harrison is the central figure of Dava Sobel's book, but she also ranges widely over relevant historical developments in astronomy, navigation and horology. Longitude, whose inspiration was a symposium held at Harvard in 1993, has been enormously popular first in the United States where the book was published in 1995 and now in the UK. (Readers are likely to find it in their local bookshops in the 'best seller' section rather than the Lincolnshire shelves). Whitaker currently also lists large-print and audio-cassette versions. Those with money to invest will learn to appreciate that the proceedings of the conference which inspired Dava Sobel is now available: William J. H. Andrews, ed., Quest for Longitude. Harvard, 1996, ISBN 0 904432 90 0 £49.95


For the last forty years and more, Arthur Owen has published a significant number of papers on the topography and the drainage and erosional history of the Lindsey marshland, that under-appreciated region between the wolds and the sea, and in particular the area bounded by a line from Louth to Somercotes in the north to Wainfleet Haven in the south. The Medieval Lindsey Marsh brings together many of the documents from the late twelfth to the early sixteenth centuries, which have formed the basis for the author's investigations: early charters, which provide evidence for the location of Mare Haven at the boundary of Somercotes and Skidbrooke, and for the hafudc - the earliest sea bank - and its maintenance, extracts from the Hagnaby chronicle which record the destruction of St Peter's Church at Mablethorpe in the 1280s, 'The Levy Book of the Sea and Towns in Great Danger' of 1500 which, with its precursor of 1345 and the commissions de wallis et fossatis, reveal earlier practices codified in the 1531 Statute of Sewers, and the full text of the partition of the manor of Orby in 1317, the basis of the author's most recent article on the marsh which appeared in Lincolnshire History & Archaeology for 1996. There is much more besides - and not just the topographical; aspects of the local economy and religious arrangements are also covered. It is very much a book to mull over and ponder the significance of the evidence (perhaps with recourse to large-scale OS maps) With its scrupulously edited texts (a good number in English translation) and informative introductory essay, it may well provide a way of entry which will help stimulate other local historians to explore the medieval topography, not just of the marshland, but of other areas in more detail, (early charters are particularly fascinating, and abundant, for many parts in Lincolnshire) The Medieval Lindsey Marsh will be reviewed in the next number of Lincolnshire History & Archaeology. The price of the volume, moreover, demonstrates the advantages of joining the Record Society: annual membership currently stands at only £10 for individuals.


Isabel Bailey, who has placed Lincolnshire historians much in her debt through her pioneering work on Fisley Thompson, has turned her attention to the life of another Bostonian, Herbert Ingram (1811-1891), one time bookseller turned publisher, parliamentarian and public benefactor. This wide ranging, revisionist survey, packed with information on Boston in the period and Ingram's circle of friends and acquaintances, will be reviewed in the next issue of Lincolnshire History & Archaeology.

Other titles which have been received or noticed.
