# Lincolnshire Past & Present

*No 29 Autumn 1997*

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The deadline for contributions to the next Bulletin and the Winter issue of *Lincolnshire Past & Present* is 1 November 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: From an engraving of a picture by R. W. Macheth, The Lincolnshire Gang.*
EDITORIAL

I am sure that all members will have been pleased with the overall appearance of the magazine as produced by Ros Beevers. The differences are subtle, but very effective. The other editors, who lack the appropriate technology, are extremely grateful to her for improving the look as well as saving money - and ultimately time, once we all get used to the system! All being well our honorary proofreader, Ray Carroll, will from now on be able to see the copy before it goes to the printer rather than afterwards and this will also solve some problems. In order not to mix the styles Ros has agreed to continue setting up the text for the next few numbers, to see how she likes it. This may mean that we will not be asking for disks from contributors, but only 'hard copy'. However, I would like to remind contributors that we have Notes for them which we will send on request - I have to say that even some Executive Committee members have not always been reading these thoroughly!

Many things we pass by every day we take for granted. Suddenly a sign or building is no longer there and I realise I 'always meant to take a photograph of it'. I was reminded of this by two events recently. In one instance a gentleman was having problems with an influx of clear water into his cellar which was not claimed either by Anglian Water or the Environment Agency. The only explanation I could think of was (if not an actual spring, which did not fit the particular location) that he had a leaking soft water cistern. This suggestion was relayed back to him by a third party, but he was not impressed, since he had 'never heard of such a thing'. This was a surprise to me, as they were pretty universal in the fens - in fact at one time they were one of the most popular means available for female suicides! I had my cistern repaired in 1970 and it is indispensable for the garden during hot summers. But even more alarming was an item on Radio Four about a Heritage Centre somewhere north. The guide was explaining to children that 'this is where the women sorted the stones from the coal'. There was a pause. What's coal?' said a small voice.

Many of our contributors already record everyday events, but if you do not perhaps you could pause here and write down (or go away and photograph) some small thing, action, word or event which you think might be about to disappear. Try it soon - and send us the results!

Hilary Healey (Joint Editor)

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All communications should be addressed to The Society for Lincolnshire History and Archaeology, Jews' Court, Steep Hill, Lincoln LN2 1LS. Tel 01522 521337. If you are writing to the Society with queries not related to this magazine or which do not seem to be covered by the four committees, please address your enquiry directly to the Chairman.
PREHISTORIC BARROWS IN THE WITHAM VALLEY
AT CANWICK

Joan and Dennis Mills

Conventional wisdom is that prehistoric barrows are to be found on relatively high ground, sometimes possibly above the settlements in which the deceased persons had lived. New evidence emerging from aerial photographs is that barrows can also be found at lower levels, even at no more than a few feet above sea level in the peat fens south-east of Lincoln. Perhaps continued erosion of the peat due to cultivation will allow more to appear at the surface. This note brings together a small part of the evidence for Canwick parish.

In the north-east corner of the parish (Fig 1) the National Monuments Record (NMR) shows a group of seven barrows within a small area, constituting a 'barrow cemetery', represented by either low earthworks or crop marks. Some have been classified as probable Bronze Age barrows, others as possible barrows of that period. So far aerial photographs do not show ring ditches on any of these barrows.

One of the interesting features of the site is that it lies between the River Witham and the medieval site of the Cistercian grange at Sheepwash (OS), close by on a gravel terrace at slightly higher levels. The Seaford-Lincoln railway line of 1881 now separates the two sites, but may have obliterated further barrows. In the vicinity of the grange the Washborough Archaeology Group have found evidence, by recent field-walking, of considerable Roman activity.

Documentary evidence of barrows has also been found for Canwick, but the nature of this evidence is such that it cannot be related to the ground in the same way as the evidence from aerial photographs. However, as none of the evidence concerns property belonging to Sheepwash Grange, an area of about 100 acres the north-east corner of the parish can be eliminated (the area of old enclosures shown on Fig 1). Hence, the barrows mentioned cannot be those described above. The documentary evidence is in the form of terriers, the first two to be mentioned being descriptions of lay estates given in leases, the others being the more familiar glebe terriers.

A lease of the former St Catherine's Grange property was drawn up on 26 March 1784, just prior to the enclosure award of 1787. In describing the property, the indenture mentions the farmstead, the closes, the arable lands and then refers to 'ings, meadows, leys, Barrows and other fields and pastures of Canwick aforesaid.' The flow of this description points towards the lower parts of the parish, where the ings, meadows and leys were situated, according to the enclosure award and the enclosure map.

By an indenture dated 6 June 1726, the Thomas Garrett Charity leased its farm for 21 years, being described in a 'true schedule or terrier'. Within the Conduit (Conduit) Field there were two lands 'abutting on the Barrows north' in the first sequence, and two further lands in the second sequence, one 'abutting on the Barrows north' and the other by the township abutting on the highway south, the Barrows north, bounding Mr Dickinson on both sides. Also in the second sequence were five clay 'leas abutting Barrows south, bounds - the Grange (land) west, the leas that abut the randle on the east; and another lea that abuts on the Barrow south.'

At the least these descriptions put the barrows on the edge of the Conduit Field, which contained some of the glebe arable, possibly on the boundary between the Field and the grazing/meadow areas further downhill to the north.

The earliest of the relevant glebe terriers relates to 1602, mentioning two stonghs of arable land (by implication in the Conduit Field) that are described as having 'medowe ground called the barrowes' on the west. The terrier of 1631 refers to one stong 'in the Conduit Field lying on the Barrows', a formula repeated in several terriers between 1674 and 1712.
Fig 1 Location of prehistoric barrows at Canwick. 1 - Old enclosures; 2 - Area of barrow cemetery; OS - Old site of Sheepwash Grange; PC - Prior's Closes (St Catherine's Priory); CR - Conduit Rundle; CH - Canwick Church; 25 and 100 - contours at 25 and 100 ft above sea level.
Interpretation

There is no doubt that the barrows were meadow ground within, or adjacent to, the Conduit Field. The most likely location within this general area is near the Sands Way or Sheepwash Road, now the Washingborough Road, and on its south side. But this is not an absolutely clear cut case. Thus in the glebe terriers one has to rely on the sequence of the description to get the sense of raising up the hill towards the lease lying on the barrows. In the case of the Garrett’s Charity evidence, note that the barrows are on the north side of the arable lands in all cases - this can be interpreted again as the bottom of the hill, the lands running down the slope to facilitate drainage.

In the same document there are said to be clay leas on the north side of the barrows, but the details of geological horizons are so unclear that this juxtaposition does not help very much in pinpointing the actual location. One Charity land is said to be by the townside and running from the barrows on the north to the highway on the south. This could imply a very long furlong on the east side of the village running from the Heighington Road down the hill to the Sheepwash Road (as shown by the double-headed arrow on Fig 1). The Charity terrier indicates that one lea is on the west bank of the Conduit Rundle, but does not make clear whether it is north or south of Sheepwash Road.

Finally, all three sources make it fairly plain, but only by implication, that the barrows and the leas abutting upon them were not part of the Oxpasture. This is defined by the enclosure award and map as lying north of the Sheepwash Road, and of course it was common pasture not meadow. Our tentative conclusion is that the barrows were rough ground within the Conduit Field that was never ploughed. Hay was taken from it, and because it was surrounded by arable, it was only grazed after harvests and during the fallow years.

The balance of the evidence points to the probability that the barrows mentioned in documents, although low-lying, were well above the level of the peat fens. The location was at a height of about forty feet above sea level, possibly on the liassic clay which occurs above the gravel terrace that approximates to the Oxpasture and the lowest part of the Conduit Field. Ploughing during the period after enclosure might be supposed to have removed the earthwork evidence.

Aerial photography is not now likely to reveal any evidence as the ground has been much disturbed since 1881 by the Lincoln Corporation sewage farm, and in more recent years by the crematorium, ten-pin bowling alley and golf range, and Canwick Park Golf Club. Some of the area has been inside the City of Lincoln since 1967.

Notes

1 The aerial photographs referred to are part of the National Monuments Record. Some readers will remember the presentation given by Antonia Keershow and Yvonne Bustwood of The Royal Commission on the Historical Monuments of England at the Society for Lincolnshire History and Archaeology’s AGM (May 1997). They talked about the National Mapping Programme (NMP), and these low level barrows were mentioned.

2 NMR reference TF 07 SW 55 and grid references TF 0016 7068 and TF 0028 7067. Other similar features are recorded in the peat fen, in Fiskerton parish across the River Witham, and in parishes further to the south-east. The NMP data for Canwick were consulted at the County Sites and Monuments Record, held by the Archaeology Section of the Environmental Services Directorate of Lincolnshire County Council, 12 Friars Lane, Lincoln LN2 5AL. Our thanks to Lindsay Jones of the NMR and Mark Bennett of SMR for their patient help in using NMR data.

3 Lincolnshire Archives Office, BS3/Canwick/3.

4 Lincolnshire Archives Office, Garrett’s Charity 5/76.

5 Lincolnshire Archives Office, Canwick Glebe Terriers 1602, 1631, 1671. The 1602 terrier was reference Ter 3/17, copied 1950s, missing 1996.
NOTES AND QUERIES

29.1 MYSTERY PICTURE - WHERE IS THIS CROSS? Dennis Mills has sent the attached picture for identification. The original is a postcard published by Charles E. Peacock, Mareham-le-Fen. The cross is not at Mareham, which has a modest, stepless fragment in the churchyard, nor at Tatterhall, where both cross and background are quite different. The postcard is not dated, but Dennis suggests about 1920 from the style. Charles Peacock appears as a ‘photographer’ living in Church Lane in Kelly’s 1922 Directory. Although it is known from family photos that he was busy as a photographer, the question can be asked if it was a full-time job. (Readers may have other photographs by Charles Peacock. Often photographers took a whole set of one village to make postcards. Ed.).

29.2 PAINTER R. W. MACBETH produced two pictures of Lincolnshire agricultural workers in a somewhat heroic style (see cover for details of engraving from his Lincolnshire gang.) Does anyone know how he came to do these, and where the original pictures/paintings are?

29.3 LINCOLNSHIRE AND OTHER BRASS RUBBINGS. Miss E. A. R. Murray, our former Chairman, draws attention to a report on this subject made to our Local History Sub-Committee in 1982 by Elizabeth Melrose. The SLHA collection of brass rubbings was at one time described as the Abell Collection, from the catalogue prepared by Mr E. I. Ahell, but it was not of his making, it actually consisted of the Nussey and Harding collections. The Nussey Collection consists of 310 brass rubbings presented to the then Lincolnshire Local History Society in 1952. They were produced between 1900 and 1950 and are from brasses all over the country. Twenty-five are from Lincolnshire, dating from one of 1391 (Spilsby) to 1648 (Northorpe). The Harding Collection consists of 14 Lincolnshire rubbings donated to the Society in 1955 by Mrs Harding, widow of the late Canon Harding. These date between c 1300 (Buskingthorpe) and 1552 (Grimsby). At the time it was noted that they were in good care. The present location of the collections is being checked out. One or two brass rubbings were found in the roof at Jews’ Court not long ago; perhaps these belonged to the same collections - or should be added to them.

29.4 PASTEUR AND NOTTINGHAM. In the July/August edition of Local History magazine there is an interesting article about a Nottingham policeman in 1886, bitten by an allegedly rabid dog, who was sent by the city to Louis Pasteur in Paris for experimental treatment. He certainly recovered. Subsequently a number of other Nottingham people were sent for the same treatment, paid for on the rates or by public subscription! The author, Stephen Zaleski, would be interested to know if this practice occurred anywhere else in the country. Please send information to the Editors, Local History magazine, 3 Devonshire Promenade, Leaton, Nottingham, NG7 2DS.
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29.5 STEPHEN LANGTON, 1794-1833 (N&Q 27.8) D. H. Hamilton of Holton-le-Clay has replied to L. G. Boodh's enquiry. Basic information can be found in Terence Leach's book Lincolnshire Country Houses and their Families, Part one, p.38. At the Lincolnshire Archives Office there is both a Langton and a Massingberd deposit, containing between them detailed information about both the Alford Canal and the seasoning of timber, and also including letters written by John Stephen Langton.

29.6 HOUSE ON THE HIGH DYKE. The Original Series Ordnance Survey Map (1824) shows a settlement called Gipple on the west side of Ermine Street (B6403), about 300 yards south of the junction with the road to Belton. The site (OS SK 969399), not marked on the modern Ordnance Survey Map, is now full of elder bushes and surrounded by the remains of a stone wall. Do any readers know anything of the history of this house or what its name means? Colin Beever

Lincolnshire Weather - TWO TORNADOES!

We have featured several articles and notes recording spectacular weather in this magazine, but nothing more recent than the 1953 floods. However, this summer two tornadoes were seen (in one case the same person, Gary Taylor, who had never previously seen one, witnessed them both!) The first was noted looking west from South Hykeham on Saturday 28 June and was actually photographed at about 6pm near North Scarle by Mr and Mrs John Dickinson of South Scarle; their photograph was featured on the back page of the Skefford Advertiser on Friday 4 July.

The same day, 4 July, another was seen during the afternoon over the north part of Heckington. Your editor, unfortunately did not have her camera, and was too interested in watching it to make a sketch. If any readers did take pictures of either of these, or any others that were around, we should be very pleased to consider them for publication.

Computer News

This item is in response to members who have asked about these things. Yours truly is the last person who should be writing this (as readers will soon realise from the lack of serious jargon!), and hopefully a fully computerised member will come forward to offer an occasional column on the subject. However, I thought it would be a useful start to supply some general website details for those of you who are interested, and these are given here.

Local History magazine offer items from their list of courses and from the Noticeboard section of the magazine. http://www.localhistory.co.uk

They have also given us the site of Living History, and American magazine, largely concentrating on North America but with some international and re-enactment interest. http://www.wp.com/livinghistory

For archaeologists there is the Council for British Archaeology at http://britac3.britac.ac.uk/cba/ and the website of the Archaeology Data Service News at http://ads.ahds.ac.uk/ahds/ and finally Current Archaeology can be found at http://www.archaeology.co.uk

English Heritage Education Index Website is at http://www.open.gov.uk/heritage/eduindex.htm

That's about all I can cope with at this time! Ed.
Selling the Family Silver?
The Fosdyke Navigation 1741 - 1846: The Era of the Ellisons
Ray Carey

"Who but Fosdyke may I ask ye, boils your pot and cooks your pasty?" (Anon 1827)

It should come as no surprise that there were no complaints about 'selling the family silver' when in 1741 the city, with a 999 year lease, signed away their rights to Fosdyke tolls to Richard Ellison, merchant, of Thorne in Yorkshire. It must have seemed an excellent bargain. The City retained control of the amount that the Ellisons could levy upon goods, tolls that had been set as early as 1673 and some even earlier. In addition, an often closed canal upon which an average of only one boat a day passed, and which was earning only a few pounds per year, was to be improved to produce an inevitable drop in the price of essential imported commodities such as coal, and provide much wider markets for Lincolnshire exports. It could only mean a reduction in poverty, burgeoning commerce and a resulting increase in jobs.

Records of balances for the periods 1714-24 and 1732-37 show a canal that was only part-effective for vessels of limited draught. Even the limited aim, set in the 1670s of providing all-year-round passage for boats up to 5 tons drawing not more than 1ft 6in (0.5m) was being achieved only intermittently; a close study of tolls recorded in the account book reveals that it was closed to traffic for most of seven summers and two winters, and the gap of six years after 1724 must have meant total closure. In 1716 and 1723 the net balance after major repairs to the locks at Torksey was losses of £129 and £123, figures which gain significance when set against the average yearly profit for the years of account of a mere £26. And this was before the share of the Peart family, who by then had acquired the Fortrey's third, was deducted. But the main impact upon the city must have been the loss of trading opportunities and the social effects. Shortage of cheaply carried supplies from the coal fields near the Trent must have caused great hardship to the poor in cold winters as would any failure to meet the evidently large city demand for imported grain. Failure to move Lincoln's main export, packs of wool, must have brought the economics of its production into question, and the communities between Saxilby and Torksey must have lost the income-earning wood that they were exporting, mainly as timber props for mining.

By 1737 the canal was again closed, its state up to 1741 was to be described as 'Locks and other works upon the said channel are in so ruinous and bad condition and the channel so warped and silted up that the navigation is in great measure rendered useless.' Clearly the city was unable or unwilling to foot the estimated £5000 thought necessary for reopening because they advertised for private capital. By September 1740 they had struck a bargain with Richard Ellison of Thorne whom they termed a 'merchant' although later records show that in his native Yorkshire he was already a waterways engineer and entrepreneur of note.

Ellison was to provide and maintain new locks and other works and 'deepen the said channel so as boats may at all times pass - drawing 3ft 6in' (1 metre) - at his own expense. The city had evidently decided upon not just reopening but also passage for larger vessels. The absence in the agreement of any mention of the six fords that the Fortrey agreement of the 1670s required to be maintained no doubt influenced this more ambitious depth requirement (see Ps). In addition he was to pay £75 a year, part of which covered the rent that they paid for the third part of the tolls that had been privately owned. In return Ellison was given a 999-year lease of the tolls but no right to alter the rates that had been set by the 1671 Act.

It was claimed by the family in a deposition pertaining to the chancery case of the late 1830s (see below) that Richard Ellison's son (who, following his father's death in 1743 carried the
reopening work to a successful conclusion) was nearly ruined by the actual costs. These, by 1761 were claimed to amount to £14000 which equates in modern-day terms to several millions.

The city was to enjoy about 80 years of first class trade and goods links with the Trent. It meant in effect that it was possible to carry large cargoes as far south as Burton-on-Trent, and north to Leeds and York. Markets overseas were opened via the Trent/Humber link with Hull and by 1790 a much improved River Witham with a ten-fold increase in toll value linked Boston to Brayford Pool. A continuous link for large vessels with the Continent via the Wash and the Trent was available for the first time since the early Middle Ages. It was to be several decades before ‘Canal Mania’ began to produce similar results for communities nationwide, meaning that when the Industrial Revolution began, Lincoln and its hinterland had a head start and were well prepared for exploiting its benefits. The continuing decline of what Defoe described as an ancient, ragged decay/d and still decaying city - features that are evidenced throughout the Middle Ages and up to the seventeenth century - had at last been conquered, and the opening of the Fossdyke must take a large part of the credit.

All this was obtained at no cost to the inhabitants, indeed, the rent of £75 per year paid by the Ellisons meant that, compared to the period 1714 to 1738, the citizens had more than quadrupled their net annual income. The first coal to reach Lincoln after the improvements was over a third cheaper. Even the labour intensive work of scouring the canal must have caused a small employment boom for the district, and by 1795 over 200 jobs for Lincoln boatmen on large vessels alone were registered. By 1810 the Lincoln historian Stark commended the Fossdyke for bringing wealth to the lessee, benefit to the city’s commerce, and employment to the poor, and described Brayford Pool as ‘covered with vessels and skirted half-way round with warehouses.’

Stark’s comments on the benefits to the lessee lead on to a study of the Ellisons’ side of the financial equation. What sort of bargain had they struck? By 1763 the opening costs of £14000 had been paid off and the next ten years was to produce an annual net profit of nearly £700.

Between 1746 and 1763 they collected tolls which averaged £113 yearly. But even better was to come. The following table analyses the average net profit per decade between 1764 and 1832, which means the amount earned after all costs, including those for repair and maintenance, rents and salaries, had been deducted.

<table>
<thead>
<tr>
<th>Year</th>
<th>Net Profit</th>
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<tr>
<td>1764</td>
<td>£967</td>
</tr>
<tr>
<td>1774</td>
<td>£1263</td>
</tr>
<tr>
<td>1784</td>
<td>£1820</td>
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<tr>
<td>1794</td>
<td>£2104</td>
</tr>
<tr>
<td>1804</td>
<td>£3620</td>
</tr>
<tr>
<td>1814</td>
<td>£5327</td>
</tr>
<tr>
<td>1824</td>
<td>£6182</td>
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</tbody>
</table>

(Nota - only 9 years)

As for tonnages moved, only rough comparisons are possible based upon the fuller information from the earlier records, but the maximum for this period of 3,139 tons moved in 1721 was increased in the Ellison era from an average of about 12,500 in their first decade to nearly 150,000 in 1832.

Over the whole period of the Ellisons’ tenure for which records are available (1746-1832) an initial investment of £13000 earned a total of £213,718 giving an annual average net return on capital of over 25% in an era when 5% was nearer the norm. What cannot be quantified is the profit that the family made from the trading network that they built up from their position of control. It was they who imported, stored and distributed the main staple, coal, meaning that they had control of selling price, which explains why no attempt was ever made to alter the tolls set in 1671. It is perhaps no surprise that by the end of this period the Lincoln citizens were beginning to wonder who had the best of the bargain and a protracted Chancery case which took about six years up to its finish in 1839 attempted to nullify the original contract. This the Ellisons won but they were later to sever their management connections when, in anticipation of the effect on their business that competition with the emergent railways would have, they sub-leased to the Great Northern Railway in 1846. Even in this they seem to have done rather well because the price of their release was set on the average net income of the next three years plus 5%, a choice of years that proved beneficial to the Ellisons because toll receipts rose as the new lessees had to use the canal to move materials for the railway that they
Fig 1: Lincoln's waterways in the eighteenth century. Adapted from Anthony Bowen's Map of 1804 (LJSCragg 19) it shows a much larger Swan Pool. Cuckoo Pool disappeared with the drainage measures of the 19th century. The pools and other drainage were connected to the Fossdyke with which they rose and fell. (Reproduced by permission of Lincolnshire County Council, Education and Cultural Services Directorate).
built alongside it and elsewhere! The £14,000 one-off investment of the 1740s had become an annual earner of £9570. Looked at from today’s perspective of the privatisation of the public utilities it would be easy to condemn the city fathers of 1741 for so readily disposing of what might have been such a successful asset, but that would be to ignore their inability to raise the necessary investment, for reasons beyond their control. For example, raising such a sum through the rates either directly or by floating a loan were not acceptable measures in the early eighteenth century. Indeed, the last time the city fathers had tried to raise such sums in the 1600s they were forced to mortgage property and cut the Mayor’s allowances. They also invited contributions from locals, and other towns such as Hull and Newcastle, who might benefit from an improved Fossdyke. Even these measures had failed to raise sufficient funds.

SOURCES

This article is but one part of a detailed study of the history of the Fossdyke currently being prepared by the author. Sir Francis Hill’s *Georgian Lincoln* and *Victorian Lincoln* provided invaluable starting points for its research but there was also detailed analysis of relevant information in the Lincoln City papers held at Lincolnshire Archives Office (L1/1/1) and papers pertaining to the chancery case of 1838-9 at BS 12/2/1/3.

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**FOSSDYKE AT TORKSEY - c1751**

This plan, based on a Hume estate map of c1751, Torksey (LAO,3BN1.14), shows a very different configuration from modern times. Two locks perform the function of today’s single lock, the position of the Trent-side lock is puzzling in terms of the mast height restriction that it must have meant for vessels passing under Torksey Bridge. This layout must have been to avoid inhibiting drainage fall to the Trent from adjacent low grounds. The Ellisons were later to obviate both problems by redirecting the drainage.
BUSY BODIES. The last eighteen months have seen an unprecedented number of human burials being uncovered and recovered in all parts of Lincolnshire by the various archaeological contractors working in the county. Medieval burials connected with Boston’s Franciscan Friary were found last year in the vicinity of Boston Grammar School, and parts of medieval graveyards at Theddlethorpe, previously thought to be the site of an Anglo-Saxon battle, and near the site of St Giles’ Church, Old Sleaford. An unusual multiple Saxon burial, amongst others, near the Deepings is to feature on a BBC 2 programme curiously entitled Meet the Ancestors, probably appearing in January 1998. In Sleaford, near the known but still relatively uncharted settlement area around Old Place and Mareham Lane, burials of probable Roman origin have been encountered both at the Hoplands and again close to Old Place itself.

JOSEPH RUSTON. One of Lincoln’s greatest industrialists, Joseph Ruston, died 100 years ago on 10 June 1897. He bought a partnership in Burton and Proctor, wheelwrights and agricultural engineers and commenced business as Ruston, Burton and Proctor on January 1 1857. The firm employed twenty-five men at the time. After six months Burton sold his share of the company to Ruston, and when Proctor retired in 1864 Ruston became the sole proprietor. By this time the workforce exceeded 300 men, and Ruston-Proctor & Co were winning awards for their machines around the world. In 1889, when Ruston-Proctor & Co became a public company, the works covered 25 acres and employed more than 1600 people. They had supplied pumps for River Nile irrigation schemes in Egypt, enginesand pumps for draining the Pripyat Marshes in Russia, pumps for the vast new oilfields at Baku, steam excavators for digging the Manchester Ship Canal, traction engines in South America, and boilers for a variety of uses.

In public life Joseph Ruston’s achievements included: Alderman, Chief Magistrate, Justice of the Peace, Liberal MP for Lincoln (1884-1886), High Sheriff of Lincolnshire in 1889, and honorary Freeman of the City of Lincoln in 1891. Donations from Joseph Ruston paid for: the Children’s Ward at Lincoln County Hospital, the Drill Hall on Broadgate, the restoration of Queen Eleanor’s tomb in Lincoln Cathedral, etc. Joseph Ruston’s marriage to Jane Brown in 1859, produced two sons and six daughters. By 1897, when Joseph Ruston died at his Monks Manor home, he had built up Lincoln’s premier engineering firm to 2,350 employees, producing high quality machinery for the world. He had also brought prosperity to Lincoln. He is buried in Eastgate Cemetery, Lincoln. Ray Hooley.

LINCOLNSHIRE ON RADIO AND TV. The county has been making national television in various ways. SH:HA member Mary Fry and husband Michael, of Fulbeck Hall, were bold enough to take part in Changing Rooms on BBC2, where the participants, two couples, refurbish a room for each other. The other couple live in a flat in the Hall. Unlike some seen in a previous series, those concerned did seem to be pleased with the
result. No doubt the fact that the Hall is a Listed Building had some effect in preventing any drastic structural innovations! Graham Fellowes, alias John Shuttleworth, was featured in the Radio Times, and Chad Varah of Barton on Humber, founder of the Samantans, was the subject of an interesting interview on Radio 4 towards the end of August.

GAINSBOROUGH AND DISTRICT HERITAGE CENTRE. This centre, opened in 1994 by a group of enthusiasts at the Britannia Rooms, Beaumont Street (A159), has permanent displays including Gainsborough at War, the Marshall Room (famous agricultural engineers) and the Rose Sweet Wrapper. It is open on the first two Sundays of every month for a small charge. Group visits can be arranged on request. Telephone 01427 838629.

MORE ON TORKSEY. Following the article on page 8 it is appropriate to mention the £1.1 million flood defence project at the present Torksey Lock (where the Fossdyke canal links up with the River Trent) which was officially opened on 22 August, 1997. The work has taken eight months to complete and has involved major structural changes including doubling the length of the lock, replacing and raising the gates and installing three new moorings. Previously there was only one set of flood gates, but now a second set has been installed downstream of the existing site. The work has been carried out following an Environment Agency investigation, and British Waterways have contributed 20% of the cost which includes landscaping and fencing. It is intended to add a mooring pontoon and access ramp downstream of the lock in due course.

OBIITUARIES

Eric Spurr of Boston has died at the age of 92. He was secretary of the Boston Farmers Union, later to become the Holland County Branch of the National Farmers Union. His history of the Boston Farmers Union was published in vol. 3 in the History of Boston series. He was a SLHAA member for many years and a frequent attender at the Brackenbury lectures, as well as an enthusiast for everything published on Boston and the fens.

Tom Hayes, who died earlier this year, made a significant contribution to the county's archaeology through his pioneering aerial photography. He was a long standing member of SLHAA and its predecessors before going to live for a time in New Zealand. On their return he and his wife moved to Boston and he joined the Boston and District Archaeology Society. Paul Everson writes:

Tom was amongst the nicest men I have been fortunate to know. He was as capable and reliable in his own areas of expertise, which included building and flyinglight aircraft, as he was unassuming in deploying those skills. He used to talk about the amount of cycling he did in his youth, which gave him a lively knowledge of the diversities of the landscape and interest in how it was and had formerly been used and occupied. In my experience he took an open-hearted pleasure in the aspect of discovery that characterises first-hand archaeological work, whether through finding Roman pottery or flint on the ploughed fields of Brantson, where he lived, or in observing the cropmark effects of buried sites from the air. Certainly through this latter activity he made a more major contribution to the archaeology of Lincolnshire than is generally known or will ever appear from the formal records. For he observed the formation of crop marks in parts of northern Lincolnshire and Kesteven for many years when flying his own plane from Sturton. He had a well-informed knowledge of where they most commonly occurred. He tried photographing them, but with results that were unsurprisingly disappointing given that he was flying solo and in a low-winged aircraft. Instead, he always welcomed opportunities to combine his enthusiasm with helping others who were interested. In the 1960s he piloted the RCHME's chief photographer, Bill Light, to secure aerial images for the York inventories. In Lincolnshire, he flew a few sorties on behalf of Lincoln City and County Museum with Denis Petch (I think) and Peter Wilson taking the photographs on different occasions, but without
the benefits of a sustained programme of reconnaissance. When I approached him in the late summer of 1976 on behalf of the fledgling North Lincolnshire Archaeological Unit, our timing missed the remarkable drought conditions of that summer and its predecessor. Nevertheless, the subsequent years brought steady and economically achieved results. This was due in no small measure to Tom on at least two accounts: first, he was flying regularly anyway, keeping an eye on crop conditions and prompting our reconnaissances accordingly; secondly, he was far more than a pilot, being as adept at spotting archaeological features on his side of the aircraft as I might be on mine. I often recall the brilliant early Saturday and Sunday mornings in summer when we flew, and going on to Sturgate to unlock the hanger and pull out the club plane to set off long before anyone else was about. Or a couple of winter flights we made in a borrowed Auster, with open cockpit and wearing leather flying caps and gloves in freezing conditions. Post-flight debriefing was accompanied by tea and Wagon Wheels - a combination as evocative of these adventures for me as the thrill of the experience itself. In a more formal way, it was a pleasure as well as a due acknowledgement of his role to associate him with the contribution on air photography that we made to Mrs Rudkin's Fest-schrift. He in turn was pleased to have a part in honouring someone he had known and respected for many more years than most of us.

The Leasingham Ruskginton boundary, showing the Roman road, King Street, Mareham Lane, crossing diagonally at the bend in the field boundary. Undated enclosures in the foreground and further crop marks beyond the road are also visible.

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**CONTRACTING FOR THE MAINTENANCE OF THE POOR**

*(Original Document)*

Submitted by Rex Russell, this Notice is from the *Lincoln, Rutland and Stamford Mercury*, 4 March 1825:

**TO CONTRACTORS FOR THE POOR**

ANY person desirous of Contracting for the Maintenance of the Poor in the Parish of THIMBLEBY, near Horncastle, and two adjoining Parishes, to be taken by the gross sum, and also for the Maintenance of such other Poor belonging to one or two adjacent Parishes whom it may be necessary to send to the Poor-house in Thimbleby aforesaid, to be taken at a certain sum per head, are requested to attend at the QUEEN'S HEAD in HORNCastle, on MONDAY the 14th day of MARCH instant, at 11 o'clock in the forenoon, when the Churchwardens and Overseers of the different parishes will attend for the purpose of letting the same.

The parish-house may be viewed, and further information obtained, by applying to WM. Barker of Thimbleby, near Horncastle.
'100 YEARS AGO...

J. E. Swaby

Each week, under this heading, The Church Times prints something from the issue of a century earlier. These are three examples from the 1960s:

From The Church Times, 26 January 1867:

Our readers are familiar with the circumstances under which the Rev. J. C. Edwards preached at a Dissenting Chapel at Manchester about a fortnight ago. This gentleman made his appearance in the Bankruptcy Court on Wednesday when he came up for examination and discharge, upon accounts disclosing debts for the amount of £2331, with assets of about £70. Upon examination by Mr Reed, the bankrupt deposed that in October (1864) he was presented to the living of Ingoldmells... In 1855 he married, but separated from his wife in the same year. He had been in difficulties for some time... He admitted also having written to Mr Dodsworth (a creditor), 'I have expended £800 in church schools and rectory, and do not deceive yourself that any machinations of devil, clerics or lawyers will harass me. I soar above such things, and I treat with supreme contempt the miserable efforts of buffoons to vex my indomitable spirit.' (Laughter) Mr Edwards is, of course, an anti-ritualist.

You that is a great condescension for me to be questioned by you.' Dutton mentions the church vestry as one item of expenditure and Kelly's Directory of 1876 states that the church had been entirely restored in 1866 and a vestry at a cost of £400.

In Parson's Pleasure Bishop W. S. Swayne wrote that he sometimes regretted not having known this man who was often in prison for debt, but bore his misfortunes with equanimity, and who always took the precaution of sending his nightshirt to the prison to be properly aired before his arrival. Somehow the court scenes do not suggest 'gentle equanimity'. A fulsome epitaph in Ingoldmells churchyard provides another glimpse of Edwards. It is given in full in the present writer's book, The Marshmen. Mrs Dawson of Fern Lodge, Ingoldmells, died at the rectory in 1886. She had been born at Candlesby and we are told that her great-grandfather had owned nearly all the parish and had been called 'Squire'. For thirty years Mrs Dawson had been a Methodist but returned to the Church of her Baptism in 1879. She had been churchwarden for nearly five years. She was in the Iron School arranging for the rector's lecture on education when the King of Terrors appeared on the scene and she was struck down to the floor. At her dying request the rector proceeded with his lecture, but with some emotion. She was carried to the rectory and died before a doctor arrived.

This report is substantially the same as G. H. J. Dutton's account in Skegness and District. The Rev. Joseph Charles Edwards is there described as an eccentric who was a popular preacher. Many came in their own carriages to hear him. In spite of his eccentricity he was liked by many. Questioned in court as to why he owed a draper £60 when there were no ladies in his establishment he replied, 'I tell
'100 YEARS AGO...'

On 20 August 1869 The Church Times reported on All Saints, Grasby, Lincolnshire:

This church was reopened on Thursday, August 13th, after complete restoration. At 2pm about 400 persons sat down to lunch in a large tent in the Vicarage grounds. The Bishop proposed the health of the Vicar, the Rev Charles Tennyson-Turner, elder brother of the Poet Laureate, His Lordship, in replying to a toast to his own health, very keenly censured the words 'Mary, God's dear Mother, Israel's Lily, Hail!' in the recessional hymn, and regretted that the hymn had been used. Even song was sung at 4pm. In the north corner of the sanctuary we noticed a pastoral staff, and in the south corner a processional cross. The stationary position of the ornaments was remarkable and paradoxical as the choir sang 'With the cross of Jesus going on before'. At any rate the pastoral staff and processional cross would have been as much in accordance with the strict letter of the Prayer Book as was the silver pocker which was carried before his Lordship by an evidently unwilling chairman.

The Bishop was the recently enthroned Christopher Wordsworth, a High Churchman with 'a morbid horror of Rome and Romanism.' (The Dictionary of English Church History). The vicar took the additional name of Turner when he came into the Grasby Caistor estates of his uncle Samuel Turner. He never fulfilled his early promise as a poet, although Sir Charles Tennyson would write of him 'sedulously polishing sonnets on a cold hillside at Grasby'. It is worth quoting the opening lines of his 'The Steam Threshing Machine', as what is now a bygone was once a novelty:

Flush with the pond the lurid furnace burned
At eve, while smoke and vapour filled the yard;
The gloomy winter sky was dimly starred,
The fly wheel with a mellow murmer turned;
While, ever rising on its mystic stair,
In dim light, from secret chambers borne,
The straw of harvest, severed from the corn,
Climbed, and fell over, in the murky air.
'100 YEARSAGO...'

In 1969 The Church Times printed the following extract from its issue of 30 July 1869:

The Church in Lincolnshire. It is well known that this county is the most flourishing stronghold of dissent in England, not excepting Cornwall. And if we consider its history we shall not wonder that it is so, for not many years ago a great many members of the clergy were non-resident, and only saw their parishes every other Sunday, when they rode out from some neighbouring town to read the 'Wicked Man' and 'Deadly Beloved Brethren', with a dry moral essay (called a sermon) to their starving flocks. What wonder, then, if the sheep left to themselves wandered into strange pastures, where, at least, they were not offered stone for bread. Of course, all this is now altered, though very much remains to be done.

Much of the improvement had been due to the admirable John Kaye, Bishop of Lincoln from 1827 to 1853. Early on he said that he would disturb the nest of rocks in Louth, where many of the non-residents lived.

It meant much to parishioners to hear local preachers using their own language and employing homely illustrations. In a sermon in the Cathedral one St Hugh's Day, the late Bishop Kenneth Healey said it was not surprising that in those days labourers preferred chapel. The first time they saw their parson might be when they were before the Bench on a charge of poaching and he was one of the magistrates.
Billy Wright was one of the 'characters' of old Gainsborough around the turn of the century, and he is nearly always referred to as 'Billy Wright and his donkey'. He was a rag-and-bone-man and is mainly remembered through a postcard of about 1905. A rather grubby-looking little man, perhaps slightly lame - or even deformed - the picture shows him standing in Etherington Street with his donkey and home-made cart, the wheels of which had been rescued from a couple of old mangles.

He is said to have used rather colourful language when provoked, and would beat his little donkey with his stick, and this is illustrated by one of the (possibly apocryphal) tales about him that have come down to us. It is said that he was down at Lea one day about his rag-and-bone business and had left his donkey and cart at the roadside, when some of the local wags unharmed the beast, pushed the cart shafts through a hedge, and harnessed the animal up again. When Billy came back he was amazed to find his cart on one side of the hedge and his donkey on the other, still harnessed up. 'How the **** did you get through there?' he shouted, and began to belabour the poor beast with curses coming thick and fast, until the practical jokers took pity on the donkey and explained what they had done, and no doubt caught the rough edge of Billy's tongue - and his stick too, if he managed to get near them.

While searching recently in the 1917 file of the Retford, Worksop, Isle of Axholme and Gainsborough News, quite by chance I came across the report of Billy Wright's death in the issue for 2 March, and this confirmed some of his characteristics which had been preserved in popular legend. Part of it read:

Some years ago it was looked upon as rare fun to 'rag Billy' who was peppery tempered, and on these occasions inclined to the use of language which frequently brought him into trouble with the police.
However, as the practice of his tormentors was to 'make a whip' to pay the fine and leave something over for Billy, there was some trouble in inducing him to moderate his flow of language, but when it was seen that this kind of thing was likely to bring serious consequences in its train as far as Billy was concerned it was dropped.

Billy Wright is only remembered today as a rag-and-bone-man, but the report throws a new light on his activities, for after recalling that he did 'fairly well as a dealer in rags and bones' and that 'the passage of Billy and his donkey and cart through any street was a sure attraction', it went on:

In later years Billy turned his attention to music. He obtained an alleged organette from some source or other, and a perforated music roll more or less defective. These he mounted on a perambulator, and evidently found his latest departure more profitable than the rag and bone business, as he stuck to it up to the time of his death.

Billy Wright, musician, is a Billy Wright that few, if any, students of Gainsborough's history are familiar with. It was certainly a new Billy Wright to me, and one can only regret that apparently nobody took a photograph of him with his music centre - but perhaps it was the donkey which was the attraction rather than Billy Wright himself. The newspaper report gives a final slant on his character, and also rather a sad commentary on the end of his life:

It was Billy's boast that he would never see the inside of the Workhouse. He never did, at least as an inmate, and he was looking forward to enjoying his old age pension. Poor old chap, his life ended a year before his qualifying age was reached.

It is obvious that Billy Wright was affectionately regarded by his contemporaries, the newspaper report saying that 'Mary a Gainsborough man far from home will be sorry to learn of Billy's departure.'

Even today there is a distinct response when I mention him in my local history talks, and especially when I show a slide of the postcard of Billy Wright and his donkey - and his rag-and-bone cart with its mangle wheels.

Lincoln Street and young residents, Gainsborough: postcard c 1905
Carving out a Future in the Past

Ros Beevers describes the work of a Lincolnshire Craftswoman

Replica seventeenth century cradle made by Emma Chambers of Ruskington

A fascination with history and a gift for working in wood combine to make Emma Chambers a carpenter who fashions new furniture with which the likes of Richard III or Oliver Cromwell would have felt at home. Emma, who lives and works in Ruskington, supplies historical re-enactment groups with a range of items from candlesticks and trenchers to chests and writing slopes. The furniture is designed and produced at her modest but well equipped workshop, Past Lines. Emma began to develop her skill in Mr Allenby's class at Ruskington Secondary School, where she excelled at woodwork and went on to be the only girl (in a class of boys) to take it at certificate level. At sixteen Emma gained a place at Lincoln Art College on a two-year 3-D design course, and after that, studied at the London College of Furniture for a further two years. As a student Emma visited museums in Britain and abroad, researching the history of furniture design and studying period styles. Because they recreate all aspects of life in the past, not just the battles, re-enactors want everything to be authentic in every detail, and that means furniture as well as costumes and weapons. If there is a scene where a king signs a document for example, he would need a table, a chair and a writing slope, and as the effect would be ruined if plastic containers were to be seen in transit, re-enactors carry their equipment in wooden chests and boxes between locations.

Evidence for Emma's designs come from art, literature and original documents, and having been a re-enactor herself for the past twelve years, she has more than a commercial interest in getting them right. Emma's first piece of period furniture was a seventeenth century stool, made when she was with the English Civil War Society. When her friends saw it they all wanted one and now her woodwork is in great demand by serious hobbyists who act out history from Viking times to the seventeenth century and beyond. Every piece of furniture is meant to be used so they have to be robust as well as attractive, and all of Emma's work is both. Her seventeenth century cradle, which is reminiscent of Captain Marryat's Children of the New Forest or stories of the Pilgrim Fathers, has been made for private customers. Recently Emma was commissioned to make a chest, some stools and a set of trestles for The Globe Theatre in London, when one of their managers saw her work on display at a special re-enactment market. The markets are held two or three times a year at Oxford, and at Kirby Hall, Northamptonshire, an English Heritage site.
The English oak and ash wood, which is prepared by either air drying or indoor kiln drying, is bought from a Billinghay dealer. Emma admits that to save time and effort, she takes advantage of electrical machinery for cutting the large pieces but uses only traditional hand tools for all the important finishing work. Emma can make a trencher in a few hours but a heavy oak chest may take several weeks. Wayne Cooper hand forges the metal hinges and fastenings which complete the chest. Wayne is a fellow enthusiast whose hobby is blacksmithing and his metalwork is custom made for each individual piece of furniture.

Emma joined the English Civil War Society at fifteen as a camp follower but went on to be a drummer, whilst her sister Sara was a musketeer - both male roles. Later Emma exchanged the seventeenth century for the fifteenth, and the Lincoln Castle Longbowmen. This group is interested in the Wars of the Roses and the involvement of Lincolnshire people, particularly the Lancastrian Beaumonts of Folkingham, loyal to Henry VI, and Lord Burgh of Gainsborough, who fought for Edward IV and the Yorkists. Emma has a positive reason for the change, and finds the intrigue of the medieval period more of a challenge. "And there's more that women can do as women. We don't have to pretend to be men to get in on the action!" The Longbowmen are not particularly rigid about roles Emma explains. "I was invited to be a drummer when I first joined because I had experience in that. We can choose any activity but we must learn it. In re-enactments at Lincoln Castle a variety of weapons is used from bills to cannon. There's also archery which I especially enjoy, but I like sewing too, which is a good thing because everything we wear is expected to be hand sewn. If I want a dress, which is called a kirtle, I make it myself, and it's the same with the headdresses and all the garments. Luckily though, Wayne makes his own doublets and hose!"

Re-enactors give the impression that their hobby is a fun way of 'doing history' but it is much more. Presenting a faithful representation of historical behaviour and events means that re-enactors have to take their research seriously, although they may not call themselves historians. They also portray effectively the violence of past ages without anyone getting hurt - well, not much! The protracted dynastic conflicts of the late Middle Ages were extremely bloody - and a far cry from the present-day Lincolnshire village where the work of a carpenter in jeans and T-shirt brings back some of the beauty of more peaceful aspects of the past.

*Sally Quinton, Emma Chambers (centre) and Wayne Cooper as Lincoln Castle Longbowmen*

Two attractive volumes from an arm of Alan Sutton. Sconthorpe's rise stemmed from the local discovery of ironstone in the late 1830s. The development of the iron and steel industry and the consequent urbanisation of the villages of Crosby; Sconthorpe, Frodingham, Brumby and Ashby is at the centre of Reg and Kathleen Cooke's rich collection of photographs (later sections deal with transport and people, places and events).

The changing administrative status of the villages from the 1890s is admirably chronicled in the introduction, a section of the book reproduces photographs of the 'charter' celebrations of October 1936 when Sconthorpe was granted borough status. Captions are always helpful and on occasions - such as the discussion of the zeppelin raid of the night of 31 January 1916 - quite expensive. The book contains some innovations for Lincolnshire titles in this 'Archive Photographs' series: a bibliography and a brief chronicle of events, which unfortunately only goes to the 1950s. My only reservation (and this applies to much of the series as a whole) is that individual photographers (where known) are not credited.

The importance of this latter point is underlined by the appearance of the Wisbech (Cambs) volume. Wisbech has been fortunate in its photographic legacy. Michael Millward and Brian Coe's Victorian Townscape. The World of Samuel Smith (1974) printed a good number of views taken by an amateur 'pioneer' of photography in the 1850s. Kim Bowden and David Rayner's Wisbech uses over 200 photographs derived from the vast collection of some 100,000 negatives surviving from the studio established by Lilian Ream in 1909 (she retired in 1949 but the family firm continued until 1971) - the history of the Lilian Ream Exhibition Gallery collection is dealt with in the introduction. Wisbech remains one of the least appreciated of fenland towns; it also has much in common with other port-towns of the region such as Spalding and Boston. I found it an absorbing compilation: there are plenty of townscapes (which make fascinating comparison with those taken by Samuel Smith) but its main strength lies in its record of the people of Wisbech and the surrounding countryside at work and at play.


An attractive survey in the, by now, well established Oakwood Press format - excellent photographs (including aerial views), good use of 0.5 maps and printed ephemera - focusing on the Humber crossing. Alan Ludlam surveys the early history of the ferries in some detail (though he misses the engraving which appeared on the cover of L&P 2.), before moving on to chronicle the growth of the railway 'colony' at New Holland from the late 1840s, and the development of the ferry service which closed with the opening of the Humber Bridge in 1981 (I have fond childhood memories of crossings made in the Lincoln, Tattershall and Wingfield Castles). Perhaps the book is a shade too ambitious in its scope: by chronicling all related local railway developments.
there is also, by necessity, a section on the growth of
Immingham docks in the 1960s; this would perhaps have
been more useful as a further pamphlet. One feels that
the author has somewhat lost 'sight of the wood for the
trees' thus missing some important local (social) history
of the line - eg the Thornton Abbey temperance galas of
the late 1840s - as well as its day to day realities.

HILARY HEALEY, A Fenland Landscape Glossary for
01 4 £3.50 + £1.00 p&p from Lincolnshire County
Council, Educational and Cultural Services Directorate,
NDES Building, 33-39 Newland, Lincoln LN1 1YL.

PAMELA A. SOUTHWORTH, A History of Swineshead,

For many of us, the Fenland remains an unfamiliar
region; its landscape, whilst seemingly simple and
unvarying, is subtle and complex; its culture and
traditions obscure. Hilary Healey's landscape glossary is
a most useful addition to fenland studies, drawing together
terms gleaned from earlier collectors' histories of the likes
of Pinhey Thompson and W. H. Wheeler as well as the
results of her own investigations into post-medieval
manuscript sources and maps. (In the absence of detailed
taxonomical investigation of field and other names by
the English Place-name Society, it is a bold venture.)
The glossary is attractively produced and comparatively
priced. My main reservation concerns the presence of the
index, which seems somewhat superfluous in a glossary:
such space could profitably have been used for further
illustrations (a map of the fen?), a brief introduction to
the region and its landscape, and an expanded introduction
to sources both manuscript (eg the invaluable
case-books) and printed (eg why not list Joseph Wright's
monumental English Dialect Dictionary?)

Pamela Southworth's account of Swineshead is very
much in the traditional mould, drawing extensively on a
wide range of printed sources, parochial and quarter-
session records, but makes only limited use of other
manuscript materials - such as wills and inventories - at
Lincoln. (More recent materials (from the eighteenth/
nineteenth centuries) are confidently handled, particularly
in the fields of education and the fenland village's social
and cultural life. Illustrations are of a reasonable quality
and variety (though there is no map of the parish), there
are some useful appendices and an index. At its rather
uncompetitive price, it remains a book for the Swineshead
enthusiast rather than one that can be widely
recommended.

JOHN BECKETT, ed, The Thornton Society of Notting-
ham. A commemoration of its first 100 years. Thornton
Society, 1997. ISBN 0 85358 063 4 £1.50 + £0.50 p&p
from Mr David Bagley, 29 Shelf Hill, Woodborough,
Nottingham.

C R J CURRY and C P LEWIS, eds, A Guide to
English County Histories, Sutton Publishing, 1997

Useful pamphlet to celebrate the centenary of the
Nottinghamshire society founded in June 1897, and
named after the celebrated Dr Robert Thornton whose
Antiquities of Nottinghamshire was first published in
1677. The pamphlet also furnishes a brief account of
Robert Thornton and of subsequent developments in
local history in the county drawing on material first
published in the Guide to English County Histories and
now available in a paperback reprint from Sutton. A pity
though that no mention is made in the centenary
pamphlet of the strong links between Lincolnshire and
Nottinghamshire in the nineteenth century through the
diocesan archaeological society and in particular Edward
Trollope. SLHA might consider publishing a similar
pamphlet (it would certainly be able to draw on the
material I summarised in the Lincolnshire chapter of the
Guide).

PAMELA HORN, Ladies of the Manor: Wives and
Daughters in Country House Society 1830-1918. Sutton
£10.99.

In this volume the role of women in landed society from
the 1830s to the end of the First World War comes
under her microscope. Successive sections deal with
childhood, 'coming out' and marriage, motherhood (and
bereavement), the role of 'Lady Bountiful' and leisure
pursuits - gardening, fox-hunting, archery and even
novel-writing. Also charted are less widespread activities
such as involvement in political issues, in particular
women's suffrage. This attractive general survey may
stimulate Lincolnshire readers to explore the abundant
material available in the Lincolnshire Archives, whether
this be on the sat-destined aristocratic Tennyson D'Ev-
court's at Tealby or the authentically noble occupants of
Grimsby Castle. As a footnote, I feel that this able
writer should turn her attention next to the role of the
parson's wife. An interesting starting point might be an
essay entitled 'Lamp of the Parsonage' by Eliza Pierce in
Village Pencillings of 1841.

The illustrations on pages 15 and 17 are of Swineshead village and St Clement's Church, Granthorpe, from The
Lincolnshire Village Book comp: the Lines Federations of Women's Insitutes, Countryside Books, LNFWT, LSFWT.