*made in Lincoln!*
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Welcome to issue number 38 and to 2000. Did you receive a ‘time capsule’ as a Christmas present in 1999? Our son and daughter-in-law brought us one full of goodies to be replaced with other items and buried or concealed until it is found. Suggestions as to contents would be welcome and interesting! A copy of *Lincolnshire Past & Present* might be included in ours, and as the givers are from Edinburgh, something that connects Lincoln with that city as well as some reference to our twin, Neustadt, could go in. We could find some likely material in the *Made in Lincoln* festival, featured in this magazine, and a copy of the *Echo* — and as everybody will probably be burying their capsules on different days, they will not be putting in the same copy! The capsules will be such fun for future local history enthusiasts to find.

We have recently moved to our own 1900 house in Lincoln, which like the one in the recent television series, has the kitchen range and many other original features intact. Unlike its documentary counterpart, however, it has its full complement of modern equipment. In this issue of *Lincolnshire Past & Present* we have included a letter from Mr Ralph Bates written in 1978, describing his time at Lincoln Municipal Technical School between 1902 and 1906, when our house was still new. During his time at the school there was a dreadful typhoid epidemic in the city. Since moving here I have stopped buying bottled water. In 1911 Lincoln got a new water supply. In their book *The Enemy In Our Midst*, Christopher Bray, Kirsty Grantham and Anne Wright quote someone describing the new water in glowing terms:

\[\text{We couldn't get enough of it,}
\text{It was lovely, it was like ice,}
\text{It was really nice}\]

and they were right.

As usual the Bookshelf section is a large one. We have made it easier to read by increasing the point size of the typescript. Your comments would be welcome, please. Some contributors have asked if disks can be sent instead of manuscripts. Good news — we are now able to accept disks again, if they contain Word for Windows files or compatible.

*Ron Beevers (Joint Editor) 9 January 2000*
Made in Lincoln

One of the most recent successes of the Society for Lincolnshire History and Archaeology has been a Heritage Lottery bid to enable the celebration of Lincoln's engineering history throughout 2000. The Industrial Archaeology Committee have been behind this and Stewart Squires and Chris Lester are the Chairman and Vice-chairman respectively of the Made in Lincoln Steering Group.

Recently Stewart Squires was invited to talk to listeners to BBC Radio Lincolnshire on their Treasure Trove series and chose Made in Lincoln as his subject. The item was broadcast on Saturday 5th and Wednesday 8th June. The text of the broadcast is reprinted here so that our readers too will be more aware of it.

Hello. My name is Stewart Squires. I'm a member of the Society for Lincolnshire History and Archaeology, and I've just won the Lottery. Not a fortune for myself unfortunately, but there are other ways to win. My way was as part of a group given an award by the Heritage Lottery Fund as one of their grants to help celebrate the Millennium, which I believe will be of great benefit to all who live in the Lincoln area.

The award is for £35000 for Made in Lincoln. What is Made in Lincoln you might ask? Well, I'll tell you all about it and how it may be a benefit to you.

From the middle of the nineteenth century Lincoln developed as a centre of engineering excellence. Four companies in particular developed to such an extent that they became international suppliers of steam engines, agricultural machinery and other products, used not only in Britain but also exported to all the continents of the world. The names of Clayton and Shuttleworth, Ruston and Hornsby, Robey and Foster were known everywhere for the quality of their engineering. Amongst many pioneering developments were the military tank and tracked vehicles.

Made in Lincoln will be a festival of events to bring to life this engineering heritage. But it is not only about the past but also about products produced today and hopefully it will raise awareness in the young people of today of the career opportunities in manufacturing to enable the tradition to be carried into the future.

The Society for Lincolnshire History and Archaeology are not doing this alone; a steering group has been formed to develop the celebrations. This also includes the City and County Councils, ABB Alstom Power (UK) Ltd, Ruddocks, the Lincolnshire Echo, Lincoln Engineering Society and the North Linco College. So it is a good mix representing much of the city and county life and work.

The £35000 from the Lottery will help pay for a Project Officer to bring the celebrations to fruition. The Project Officer will be employed for one year, from October 1999.

There will be many ways for you to become involved. There will be a series of exhibitions throughout 2000. These will be aimed at schools and tourists as well as local people, and will include much material never seen before.

There will be a photographic project. This will take two forms. One will be to encourage people to reveal their collections of photographs and memorabilia of working life gone by. It is hoped to copy much of this and lodge it with the County Archives and museums to make it available for future research, and it may also be used in the exhibitions.

The second part will see a photographic record of working life in Lincoln today, as a record of the city in the millennium year. There will also be a record made of working lives recalled by older residents.

We hope to organise a series of open days by present employers so we may all see engineering in action today, and talks for workers on their company's history or the history of the site on which they work today.

We also hope to establish a series of self guided trails around the city to tell the story of the factories and where their products can be found.

Specific projects will be designed for schools and colleges. These will relate to the National Curriculum and include factory visits and visits to schools. We also expect to start a Web site and create a computerised archive.

The end result will be an increased awareness of a part of the city's history. But it is not just about companies and products, but about people - from managing director to shop floor - who made this revolution work.

It is not only about work, but also the social side, the clubs and societies and outings of the workers, and the good works of the owners who provided some of the city's buildings.

So there it is - Made in Lincoln. Please look out for it. There will be increasing publicity about how you can become involved. If you want to know more now, please write to me at:

SLHA
Jews' Court
Lincoln
LN2 1LS

Or ring Lincoln (01522) 873477 and ask for Ian George.

Thank you for listening, and please do become involved. After all, if we are to make the most of our Lottery winfall, we can only do it together.
KEY TO MAP OF PLACES MENTIONED IN THE ADVERTISEMENT:
1. Aswarby 2. Boothby Pagnell (was this 'Great Boothby'? 3. Bridgend 4. Burton Pedwardine
10. Threecingham (Was this 'The Three Queens'?)
A RAILWAY TEASE

Neil Wright

The railway mania of the 1840s is notorious for producing a number of wild and speculative schemes. Whilst doing research into the railway development of Lincolnshire I came across an advertisement for a railway I had never heard of before. It was for a junction railway, and the advert read like a classic of its kind, extolling the virtues of the proposal and stressing its benefits to the locality and the wider world.

It was in fact a brilliant pastiche, the deceit given away by the names of the alleged agents at the bottom of the notice. The style was brilliant but some of the phrases were so over the top that no one at the time ought to have been fooled by it.

The Railway Mania is the name given to that period when businessmen, investors and speculators had capital to invest and had suddenly perceived that the building of railways was the route to vast riches – like converting building societies to banks in the 1990s!

The Stockton and Darlington Railway had opened in 1825 and was followed by the Liverpool and Manchester Railway and a few other lines in the 1830s. These early railways proved very profitable and by the late 1840s it was seen that railways need not be just short local lines but could actually form a national network linking nearly every town in the kingdom to each other.

The creation of a railway was a lengthy process taking a number of years. Proposals would usually be put forward by local businessmen in the towns to be connected, who would then advertise and seek the support of other businessmen and landowners along the route of the proposed railway.

Solicitors acting as agents for the ‘Provisional Committee’ would record details of those putting their names down for shares in the proposed company. When it was clear that there was sufficient initial support, they would raise part contributions from those who had registered for shares and commission a surveyor to draw plans showing the proposed route and prepare a ‘Book of Reference’ listing all properties that would be affected.

Then the promoters had to go to Parliament to get the necessary Act, and their Plans and Books of Reference had to be handed in to the Parliamentary Office in November before the start of the Parliamentary Session. Each proposed new railway also had to be advertised in local papers before the start of the Session, and these advertisements are a useful summary of all the schemes that actually reached the stage of going to Parliament.

In Autumn 1844 quite a lot of proposals were advertised in the columns of the weekly Stamford Mercury, which was then the main Lincolnshire newspaper. Twelve months later the Railway Mania was at its peak and there were then so many proposals to be advertised that during November three issues of the Stamford Mercury were accompanied by special supplements consisting entirely of railway advertisements!

Some of these proposals were for ‘Junction Railways’. In other words, when one group of promoters was planning a line from town A to town B, and another line was being planned from town X to town Y, a speculator in London or elsewhere might notice that in some remote spot these two proposals came within a few miles of each other. In such a case he might propose a Junction Railway from village M on the first proposed line to village P on the second line and declare that by this short line all four towns, A, B, X and Y, could be joined together with tremendous benefits for all concerned.

The titles of such lines were often very long and convoluted, usually including the names of the two earlier proposals as well as the two communities actually to be joined by the new scheme, and often ending in the words ‘Junction Railway’.

A genuine proposal of this kind was the ‘Ambergate, Nottingham and Boston and Eastern Counties Junction Railway’ to go from a Derby-Manchester railway in Derbyshire and the Eastern Counties Railway in Norfolk. This company actually came into being, though shortage of funds meant it only built the section of line between Nottingham and Grantham.

Other grand sounding lines proposed at this time were “The Direct Birmingham, Leicester and Boston Railway, with a Branch to Spalding, joining the intended Line to Norwich and Great Yarmouth” and “The Grand Union Railway from Nottingham to King’s Lynn with a Branch from Folkingham to Boston” which made the spoof title sound reasonable!

One or two humorous people, probably living in the villages of Scarning and Burton Pedwardine south-east of Sleaford, were evidently struck by the oddity of some of the proposals emerging during the Mania and inserted a spoof advertisement in the Stamford Mercury.

The advert was buried among a mass of genuine ones that appeared in the special supplement of 7 November 1845, and it would be interesting to know whether the staff of the newspaper actually realised it was a hoax.

It is quite possible that people outside the immediate area might not have known how small were the places listed or how short were the...
distances between them, and might have fallen into the mistake of thinking it a genuine scheme, particularly since the Syston and Peterborough Railway referred to was genuine and is still in use as the line between Peterborough and Leicester.

The advert appeared in the form of a ‘Preliminary Notice’ ie the first proposal for such a scheme, so it did not need a long list of supporters or very detailed information about its proposed route. As in genuine versions of such adverts, it mainly listed the benefits to be conferred by the new line on the local communities and the world at large.

The attached plan gives an indication of the location of the Lincolnshire places referred to in the advert, though I am not sure what location is meant by ‘The Three Queens’ unless it is a humorous dig at Thringthorpe, which is the next village south of Scredington. The population in the 1841 and 1851 censuses for the parishes mentioned was as follows, which gives an idea of the small size of most of the places mentioned and indicates that most of them were shrinking:

<table>
<thead>
<tr>
<th>Year</th>
<th>Place</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>1841</td>
<td>Aswarby</td>
<td>119</td>
</tr>
<tr>
<td></td>
<td>Boothby (Pagnell?)</td>
<td>132</td>
</tr>
<tr>
<td></td>
<td>Burton Pedwardine</td>
<td>125</td>
</tr>
<tr>
<td></td>
<td>Byards Leap</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>Little Ponson</td>
<td>107</td>
</tr>
<tr>
<td>1851</td>
<td>North Rauceby</td>
<td>136</td>
</tr>
<tr>
<td></td>
<td>Scredington</td>
<td>132</td>
</tr>
<tr>
<td></td>
<td>South Rauceby</td>
<td>180</td>
</tr>
<tr>
<td></td>
<td>Thringthorpe</td>
<td>136</td>
</tr>
</tbody>
</table>

Local people would immediately see the humour in the descriptions—the ‘populous’ district of Byards Leap, the ‘picturesque’ and ‘romantic’ scenery of Lincoln Heath—and the real give-away is in the names of the agents at the end of the advert. I suspect that ‘Timothy Teazer of Burton Pedwardine’ is probably the author of the advert and I would love to know his real name!

Most of the places he mentions are around Sleaford except for Little Ponson and Boothby (Pagnell), which are next to each other south of Grantham, so did ‘Timothy Teazer’ also have some connection with those other two places?

One person who did have connections with most of the places mentioned was Henry Handley (1799-1846) who had served as a Liberal MP for South Lincolnshire until July 1841 and was President of the Royal Agricultural Society.

He lived at Culverthorpe midway between Sleaford and Grantham, owned most of the soil in Burton Pedwardine and was lord of the manor there, and his family also owned land in Scredington. His partner in the Sleaford bank of Handley and Peacock lived at Rauceby and had married into the Fane family, one of whom lived in the Hall at Little Ponson by 1849.

At this time the Stamford Mercury was a Liberal newspaper and its owner, John Newcomb, would have known Handley well. The question is, whether all this is coincidence, and whether a person as elevated as Henry Handley would indulge in sophisticated humour like this.

It is possible that, if not written by Henry himself, it might perhaps have been done by another member of the Handley or Peacock families. If, as the advert says, Timothy Teazer did really come from Burton Pedwardine then the author might be the Rev Henry Handley Browne MA who was Vicar of the parish, had a good residence and 250 acres of land there, and had been appointed by his relation Henry Handley. I would welcome the views of any local historian or family historian in the Sleaford area on the question of authorship.

Anyway, I have set the scene, so now read and enjoy the advert!

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**PRELIMINARY NOTICE.**

**The BRIDGE-END, BURTON PEDWARDINE, SREDINGTON, THREE QUEENS, and MIDLAND JUNCTION RAILWAY, with a Branch to RAUCEBY and BYARDS LEAP.**

*Provisionally Registered*

This short but important line will commence at Bridge-End, and passing through or near Burton Pedwardine, Scredington, Little Ponson and the Three Queens, will form a junction with the Syston and Peterborough Railway at Melton Mowbray.

A branch will leave the main line near Scredington, and crossing Aswarby Park will complete the direct communication between the rich grazing and agricultural district of Bridge-End, and the populous country round Byard’s Leap, where will be the Terminus, thus forming the only remaining link wanting between the Atlantic Ocean and the Mediterranean, ‘whose shores are empires’.

By this project, the merchandise of Burton Pedwardine, Scredington and Boothby will be brought to the Three Queens in 30 minutes, and the important shipping interests with those places, with Russia, Norway, Denmark, and the whole of the Baltic, will be immensely benefited.

The statistical accounts of the Customs at Great Boothby show the vast increase of imports from all the Northern parts of Europe, viz Timber, Deals, Fir, Tallow, Flax and Whippcord.

Scredington and Burton Pedwardine have long been celebrated for the purity of their clay, of which there is an inexhaustible supply, and this Railway will now be the means of affording a transit to this costly and indispensable commodity. In the Branch to the important and populous district of Byard’s Leap, the
traveller in search of the picturesque will view with little trouble and expense the far-famed and romantic scenery of Lincoln Heath. This scheme, unlike many projects before the public, has in reality no opposing or competing line to contend with, inasmuch as it extends over a district neither preoccupied nor contemplated by any other Company. In the allotment of shares preference will be given to Land-owners on the line and persons locally interested; and ornamental property will be carefully avoided.

LOCAL AGENTS
Scredington — Messrs Bubble and Squeak.
Burton Pedwardine — Timothy Teazer, Esq.
A Provisional Committee, containing the most influential names, will be shortly announced.
November, 1845

(Published in supplement to Stamford Mercury, 7 November 1845, p.2, col. 6)

Made in Lincoln - update

Gemma Caines, based with ABB Alstom Power (UK) Ltd at Watertag South, Lincoln, has been appointed Project Officer.
The Made in Lincoln project will be launched on Thursday, 10 February, 2000, at a public lecture at the University of Lincolnshire and Humberside. The speaker will be Sir Neil Cossons, Director of the Science Museum.

This will be followed on Saturday, 12 February, 2000, by an event at the Waterside Centre, Lincoln, where the various organisations involved in the project are putting on displays of models and information within the atrium.
Outside, in City Square, there are to be four traction engines, in steam, each representing one of the four Lincoln manufacturers.

Wesley’s Chapel, Raithby

HIDDEN TREASURE

Driving through the village of Raithby by Spilsby you will not realise that there is hidden treasure. Behind a long brick wall, at the back of a stable yard (now developed for modern housing), above the one remaining stable is a little Methodist chapel.
There on 5 July 1999 the Rev Dr John A. Newton, Lincolnshire born and ex-President of the Methodist Conference, conducted a service to mark the 220th anniversary of the opening of the chapel by John Wesley himself.
Raithby was a place particularly dear to Wesley’s heart. His great friend, Robert Carr Brackenbury, Squire of Raithby Hall, built the chapel especially for him. Raithby must have been an oasis of tranquility for Wesley in his travels; he described it as ‘an earthly paradise’. In July 1979, at the bi-centenary of the opening of the chapel, the same Rev Dr John A. Newton preached at the celebration of the event. Every year since then there has been an annual lecture in July, arranged in turn by the Lincolnshire Methodist History Society, the Tennyson Society and the Society for Lincolnshire History and Archaeology. Prior notice of the date and subject of the lecture are given in the relevant calendars.
The chapel is unusual in that it still belongs, not to Methodism, but to the owners of Raithby Hall. However, its maintenance is the responsibility of the Methodist Church, and in 1993, with substantial help from English Heritage, it was skillfully restored. Many of the original features remain, for example the sounding-board above the pulpit, and the collection is taken in two long-handled wooden boxes!

Eleanor Bennett

The full story of the chapel and of Robert Carr Brackenbury and his association with John Wesley is described in the booklet John Wesley’s Earthly Paradise by the late Terrence R. Leach (price £2 - by post £2.50) and can be obtained from Mrs K. Martin, 9 Bowman’s Ridge, Hundleby, Spilsby, PE23 5NR. Telephone 01790 754755. All profits from sales go to the maintenance of Raithby Chapel.
The chapel may be visited. The key is kept at Raithby Hall, now a residential home for the elderly. To avoid disappointment it is wise to telephone in advance — not all the attendants know where to find the key — 01790 752810. Mrs Martin (above) also has a key. (Hundleby is very near Raithby).
King Stephen and the Zeppelin  
Jim Murray

In the cold early hours of 2 February 1916 in the North Sea, the Grimsby steam trawler, King Stephen, sighted distress signal lights about ten miles in the distance. On making for the position to investigate, Skipper William Martin encountered a wrecked German Zeppelin airship. It was sinking by the stern and several men could be seen on top waving and shouting. Martin refused to take them aboard his vessel and sailed away to Grimsby to report the matter. The shot-down Zeppelin sank without trace and all eighteen crew perished.  

There was a Government attempt to cover up the affair but it was soon reported in the Grimsby Evening Telegraph and the national press. The first brief report said that a Zeppelin had been sighted sinking in the North Sea by a trawler of the Consolidated Steam Fishing and Ice Company of Grimsby. It was in a “distressed and waterlogged condition” but as the Germans outnumbered the crew of the King Stephen Skipper William Martin had considered it inadvisable to try to capture them and proceeded on his way.  

A fuller account of what happened was given by Mr George Denny, Mate of the steam trawler. He said that early in the morning of Wednesday 2 February he had seen the distress signals and ordered the vessel’s nets to be hauled in. On reaching the position he saw that “it was a great airship in trouble” with about eight men on top “waving and shouting at us”. The light was getting clear but it could be seen that there was about fifty feet of the fore part of the envelope above the water. The King Stephen manoeuvred alongside and Denny now saw some eighteen men emerge through a scuttle hatch. They were wearing lifelines and one of them, apparently the commander “had brass buttons on his uniform”. The men were shouting in broken English, “Save us! Save us! We have much gold.” Take us off.”  

Skipper Martin and his Mate “had a confab about affairs”. By this time it was clear that there were about 20 or 25 Germans, probably armed, against the British crew of only nine men “armed only with sticks”. They could easily have been overpowered and forced to sail as prisoners to Germany.  

The decision was taken to head for Grimsby immediately and report the matter to the authorities. Denny reported that as the trawler left the scene the sea was glassy smooth, though the weather was deteriorating. All the after part of the airship was under water and the cars submerged. Noise could be heard inside as if frantic repairs were being attempted. Denny considered that with all the gas in the balloons there was no immediate fear of the airship sinking.  

When the news broke there was instant public support for Martin’s action (even the Bishop of London spoke out in his favour). Not surprising, as in these early days of the war there was a good deal of anti-German hatred for the “ Hun” enemy, and the new-fangled airship “terror weapons” caused a considerable nervous hysteria in England out of all proportion to the actual danger. In Germany the incident was seen as British inhumanity. But their huge size and sinister silent progress across the skies made Zeppelins objects of terror to the civilian population.  

Count Ferdinand von Zeppelin (1838-1917), a German Army officer who served in the American Civil War and in the Franco-Prussian War reaching the rank of Brigadier-General, was the inventor of the dirigible airship that was given his name. The first Zeppelin flew on 2 July 1900 and its strategic importance was soon realised. The German airships, constructed at Zeppelin’s factory at Friedrichshafen on Lake Constance, were given the designation letters L or LZ followed by a number. L stood for Luftschiff (literally ‘airship’) and LZ meant Luftschiff Zeppelin. In all, some 130 craft were built of which only 15 survived at the Armistice in November 1918. The first Zeppelin raid on England took place on 19 January 1916 and was carried out by airships L.3 and L.4 - L.6 having been forced to return to base with serious engine trouble. England had previously never been subject to air attack.  

On the evening of 31 January 1916 between 5:00 and 7:30 pm a fleet of nine German Zeppelin airships crossed the Lincolnshire coast. They spent the night droneing over central England trying to locate Midlands industrial cities to bomb. Ground mist hampered their navigation. Nonetheless they managed to drop some three hundred high-explosive bombs during the night on Birmingham, Derby and Nottingham, leaving behind seventy dead and not inconsiderable damage. The Government feared the impact on civilian morale and claimed in a War Office communiqué that “the enemy raiders were quite unable to ascertain their position or shape their course with any degree of certainty”.  

Casualty figures were doctored in order to minimise the psychological effect of the raid. It was claimed that 33 men, 20 women and 6 children (total 59) had been killed, and 51 men, 48 women and 2 children injured (total 101). The Government would only admit that there had been minor damage “in rural places ... a Church, a Congregational Chapel, a parish
room wrecked ... fourteen houses demolished and a number damaged less seriously by doors, window frames etc being blown out'. Assessing the effects of the attack, the communiqué went on, '... Some damage, not very serious, was caused to railway property in two places; only two factories, neither being of military importance, were badly damaged'.

Worst of all a brewery had suffered bomb damage, and a 'well-known local footballer' been killed.

In the early hours of the morning of 1 February 1916 the airships crossed the Lincolnshire and Norfolk coasts to head back over the North Sea to their bases in Germany. As they did so they encountered heavy anti-aircraft fire. One of the raiders, L19, with three out of her four engines and the gas bag badly damaged by fierce shell fire, crashed into the sea where it began to sink stern first in the water and was found by Martin in the King Stephen.

The trawler King Stephen was built in Grimsby in 1900 by Schofield, Hagerup and Doughty for the Monarch Steam Fishing Company and was registered in May 1900 at Grimsby and given the port registration number GY 1147. The official number 42113180 was carved on the vessel's main beam. She was 162.58 gross tonnage (75.49 net tonnage) and measured 105.6 feet in length, 21.1 feet beam, and 10.7 draught. Her quarterdeck was 18 feet long and foredeck 21 feet. The King Stephen was sold to the Consolidated Steam Fishing and Ice Company in April 1906.4 Skipper William Martin's version of events was substantially the same as that of his Mate. He had spoken to the commander, a young man wearing his Iron Cross and two other decorations, who in excellent English repeatedly implored the Grimsby skipper to save them.'I had talked it over with Denny as we were drawing near, and after considering all the pros and cons, both of us agreed that if we lowered a boat and sent some of the crew to the Zeppelin they would at once be secured and kept as prisoners until we did as the Germans wished, which would probably be that in the end we should have them take charge of the ship ... our safety was certain where we were, but our liberty once they had boarded us wasn't worth a penny ...'

Something of Martin's state of mind is revealed in the following: 'I had all my men safe and sound and I was determined to take no risks. I knew what the Germans had done to my class in the North Sea, and besides, German Zeppelin crews dropping bombs on women and children didn't appeal to me ...'

Having made up his mind that 'it was no use adding to agony or aggravating ourselves, for, after all, it wasn't a nice feeling to leave 18 men to drown', Martin rang the telegraph and set course for Grimsby.

As the King Stephen sheered away, the trimmer reported the doomed Germans cursing the trawler crew with 'Gott strafe England.' William Martin never recovered from the trauma of the incident and died about 11 months later believing himself to have been poisoned by the enemy.5

The King Stephen, with a different crew, went into Admiralty service in 1915 until sunk on 26 April 1916 in the North Sea by the German torpedo boat SMS G41 during a raid on Great Yarmouth and Lowestoft. It was suggested that the Zeppelin story was circulated by the Admiralty to cover the secret activities of the King Stephen as a 'Q' ship. Fascinating though it would be to speculate upon the various courses of action that Skipper Martin could have taken in this situation, the morality of his action is outside the scope of this article. Whatever the truth, the Great War presented Skipper William Martin with an unenviable moral dilemma.6

ACKNOWLEDGEMENTS

The writer wishes to thank Mr. George Strachan of the Arbathnot Museum, Peterhead, Scotland; Mr. Craig Lazeny of the National Fishing Heritage Museum, Grimsby; The Imperial War Museum, London; the Grimsby Evening Telegraph; and staff of Grimsby Central Library for help and advice.

NOTES

1. The major source for this paper was the Grimsby Evening Telegraph Feb 1916. See also British official history Naval Operations Vol 3, Sir Julian S. Corbett (London 1923), and Grand Old Ladies, Steve Richards (Runcorn 1990).

2. Both Martin and Denny were impressed by German offers of 'gold' to effect a rescue. But the Germans would have been offering money, having incorrectly translated the German word for money - das Gold - as 'gold'.


5. 'May God punish England' - nationalistic mantra then common in Germany.

6. Martin received threats from enemy sympathisers in England. He collapsed after smoking a cigarette sent to him by post and was convinced it was poisoned.

7. Q ships were merchantmen with hidden guns and torpedo tubes. Manned by RN personnel, they were decoys to trap submarines.

8. The Geneva Convention on the High Seas 1958 provides that every state shall require the master of a ship to render assistance to any person or vessel in danger in so far as he can do without danger to his own vessel or crew. RNLI lifeboats assisted ditched airmen during both World Wars irrespective of nationality.
HEAPHAM  Hewitt's Mill. In 1999 its owners received a Windmill & Watermill Conservation Award from the Society for the Protection of Ancient Buildings, for their restoration work on the mill, which was nearly burnt down in 1956. The present occupier's great-grandfather built it in 1876, replacing an older one. Although it is not planned to bring the windmill into working order, they have already held some successful open days, and more are likely. A book (that we have reviewed) is available at Jews' Court.

FLINDERS BICENTENARY MEDAL  A special commemorative medal sent from Alan Boulton, Mayor of Redcliffe City, Queensland, Australia, was delivered to the Mayor of Boston by members of the Wyeth family. A parish council member from Donington (Flinders' birthplace) attended. Donington is actually not in Boston, but in South Holland District where both Ayseoughfée Hall Museum and Donington church have displays on his life.

DEEPING ST JAMES MARKET CROSS restored. An official ceremony marked the completion of restoration work on the remarkable Deeping St James medieval stone cross. The cross, which must have been quite magnificent when new, was at some time, perhaps during the Napoleonic wars, rearranged and converted into a small lock-up. The ceremony was performed by John Timpson, former broadcaster and author, who featured it in one of his books, Timpson's Other England.

SALVATION ARMY  Lincolnshire attracted another well-known personality, former MP Roy Hattersley, who came to Boston recently to publicise his book on William and Catherine Booth, entitled Blood and Fire (motto of the Salvation Army). Catherine (nee Mumford) was born in Boston and Mr Hattersley unveiled a blue plaque in her memory on the former Methodist Chapel where she worshipped in Red Lion Street.

BOTTLE AND BUST  At a presentation at the Castle Hill Club, Lincoln, in September, two artefacts from Lincoln came together for the first time in many years. These were a leather bottle, the type known as a 'jack', and a wooden bust of a black boy from a pub of that name that used to be on Castle Hill. The leather jack had been presented to the Company of [cathedral] Ringers in 1782 by the mayor, Alderman Bullen. It holds 22 pints and used to be filled up at the Great Tom Inn (named after the famous bell) in Exchequer Gate. When that closed in 1822 the ringers patronised the Black Boy. On one occasion the jug was pawned to the landlord for 13 shillings! Later it was on loan to the then City and County Museum until 1926, when the owner's family went south. On the death of the owner the jug was returned to the Dean and Chapter of Lincoln. It is understood that SLHA's predecessor, the Lincolnshire Local History Society, had some involvement in helping to bring it back into the county at the time.

Deeping St James Market Cross (photo by Hilary Healey)
Hanging matters

William Marwood was the executioner hanging 350 to 400 felons between 1872 and 1883. He was born in Goulceby but carried on his trade of boot and shoe maker in Horncastle. He used the trap-door in the hoist in the warehouse on Wharf Road to perfect the 'long drop' that he considered more humane - giving sudden death and no lingering.

There are several letters in the Horncastle Museum - here are three different ones:

Sir,

Sheriff's Office,
Galway 22 November 1882

There are a number of executions to take place here on Friday the 15th December next, and I wish to be informed if you will be able to carry them out on the day named, and also your charge for same. As it is always one day's job, I presume your charge will be the same as last time?, £20 for the day.

I have to remark that the law does not allow the Sheriff anything for these executions and that he has to pay the entire costs out of his pocket. Please let me hear from you by return of post without fail.

Yours obediently
I. Midlinton

Mr William Marwood
Executioner
Church Lane
Horncastle, Lincolnshire

To his wife -

Dear Ellen,

This is to say that I sent a letter on Thursday last on my arrival at Cloneal in Ireland to say that I was all well - now this is to say that I left Dublin last night about 9 a clock for Hollehead arrived about 3 a clock this morning for Birmingham arrived about 11 a clock to Day. I am now in Birmingham with the governor waiting to see the governor of Bristol at half Past Tow to Day and then I leave hear for Cambridge. This after noon all well so if all well I shall Return on Monday night or Tuesday Morning I hope all well at Home Tell my Poor Boy here that is Master is Coming home rember me to Mrs. Modley I hope she will Call on Sunday to take Tea now take good ... of my Poor here be good to Polley I hope I shall find all thing Bight on my return my Trust is God he is my great helper all things are in is ands he us maid my Way throw the wartry Deeps and Throw Mountains high and Valleys Raised so I shall Praise the Lord most high so I Conclude at Present

Thine Truly

Wm Marwood
Birmingham

From a would-be assistant -

March 16th 78
15 Coburgh Buildings
Coburgh Row
Westminster

Dear Sir

I trust that owing to the slight acquaintance I made with you when you called at the Houses of Parliament, that you will excuse me for taking the liberty of writing this letter to you, but - having heard that you are to have assistance granted you and I wish to make application for it may I ask on my behalf the favour of your support.

I am

Yours respectfully,
G A Richards

PS,
Will you kindly reply at your earliest convenience.
38.1 THE REV RICHARD LAWSON GALES, vicar of Gedney and poet [dates to insert]. Any biographical details (excluding Crockford and usual sources), and especially such things as comments from visiting clergy, would be much welcomed. Request from Ana Healey, joint editor’s sister, who is trying to fill in some gaps.

38.2 GREENWICH MERIDIAN maps. The Ordnance Survey has brought out a new series of Explorer maps, scale 1:25000, on which the Greenwich Meridian is clearly marked. Since the line passes through Lincolnshire, these are rather nice maps to have, especially to assist anyone involved in planting trees on the line!
Meridian markers exist in many places in the county: Louth, Boston and Holbeach are always quoted, but there is also one in Frampton and no doubt other places. Perhaps readers will let us know of any others. The new maps (orange cover) are available through usual OS map suppliers.

38.3 MILLENNIUM HISTORIES. We gather that many villages are producing party historical booklets and holding exhibitions. It would be good to hear from you. Often people new to local history are involved in these activities, so it is a matter of members of SLHA keeping their ears to the ground.
If you are involved, encourage your groups to include ISBNs in their publications, and to bear in mind that there may be more purchasers than just the immediate area. I recently came across a pictorial book of Burton upon Stather, produced a year or two ago but never reached Jews’ Court bookshop at all!

38.4 GAINSBOROUGH LIBRARY. The answer to Rosalind Boyce’s question in her very interesting article on Gainsborough Library is yes and no. The answer is yes to whether Gainsborough Library is the oldest library still used as such in the county. The answer is no if we are talking of the actual buildings used as a library still. Stamford’s library was opened in the following year to Gainsborough’s, 1906; however the building used for a library since then was originally built in 1804 as a Stambles. The space between the Tuscan columns, which are such a prominent feature of the building’s façade, were openings to the butchers, who paraded their wares during the nineteenth century. I was sure from its appearance that the gothic building that now houses the library in Boston must at least be a hundred years old and was amazed to discover that it was not opened until November 1927 as the offices of Holland County Council.

Ray Carroll

Frampton Meridian Stone (Photo by Hilary Healey)
38.5 LOST WATER TOWERS – UPDATE. In LP&P 36, Summer 1999, you printed a request from Barry Barton for information about disappeared water towers. If he had consulted the appropriate libraries, I am sure that he could have done some of the research for himself. As you will see, Mablethorpe Library has quite a lot of information about its local water tower.

The tower was constructed in 1932, repaired in 1965 and demolished in 1995. At 100 feet high, it could hold 100,000 gallons of water pumped from the Maltby le Marsh bore about three miles away. When constructed, it had to be large enough to meet not only the demands of the resident population but also of a huge influx of summer visitors, and this improvement to the town’s water supply, together with a big sewerage scheme, was considered essential to bring the resort ‘into line with other up-to-date health resorts’.

Before the water tower was built, Mablethorpe and Trusthorpe relied on wells into which there was evidence that sea water was seeping, because their levels fluctuated with the tide! Sutton on Sea had a public supply of water provided by the Sutton on Sea and District Waterworks Co Ltd, but this was transferred to the Mablethorpe and Sutton Urban District Council in September 1933 when their new water supply scheme was officially opened.

In the early 1930s the UDC was trying hard to improve the image of the district. Water supply and sewerage were just two of the problems tackled. Another was alleged breaches of by-laws in respect of new streets and buildings at Sutton on Sea, resulting in the issuing of no fewer than 124 summonses in September 1933, all of which were related to Ernest du Soleil Tupper and the Bohemia holiday camp. A third problem was that of caravans, and by September 30, 1933, all caravans had to have left the Urban District. Too many of them were being used for all-year-round accommodation, and too few of the sites had any suitable provision of either water or of sewage disposal.

The local newspaper holds amusing descriptions of decrepit vans being towed with great difficulty out of town, falling apart as they went.

Ruth Neller, Community Librarian, Mablethorpe
A technical education

In 1978 Mr John Pollington, a lecturer in the Mechanical Engineering Department of the Lincoln College of Technology was organising an exhibition and advertised in the Lincolnshire Echo for information and artefacts relating to the growth of technical education in Lincoln. We are very fortunate to have a copy of a letter written to the Principal of the College by Mr Ralph Bates who had been educated there in the early 1900s. Most of the letter is reproduced below. It is also apt to include this letter in connection with the Made in Lincoln celebration (see page 3).

Well, I attended there as a student in September, 1902, the year the school became known as the Lincoln Municipal Technical School, under the headmaster Mr A. E. Collis, physics teacher Mr A. R. Cooper, chemistry teacher Mr J. J. Green, maths teacher Mr A. G. H. Trimble, and arts master Mr A. G. Webster, also woodwork teacher Sammy Oldershaw.

My brother and I used to cycle to and fro from Bassingham where we then lived. I studied there for four very happy years, and really loved the school.

During the holidays the school held a summer camp in some old railway carriages at Sutton-on-Sea, very kindly lent free of charge by the owner, a Mr Lilley of Lincoln. Two carriages were superimposed on the first floor of an impressive building known as Waveland. There were four other carriages positioned on low brick pillars about two feet high. My brother and I were of a party of boys from the school for a holiday there, and Mr Collis and Mr Oldershaw were in attendance to keep us in order. Those, indeed, were 'the days'.

The famous building, Waveland, is still there today [1978], and only last year I was passing the place in Furlongs Road when I saw a lady in the grounds and told her how I used to holiday there way back in 1903. The said lady immediately invited me in to have a look round. Well that was just what I wanted and what happy memories it brought back to me! The place is just the same as it was all those years ago. It was fortunate that the sand hills adjacent to that area stood up to the great coastal floods in 1953, as no doubt otherwise Waveland would have been swept away.

The typhoid epidemic [1904-05] took place during my time at the school and I used to see the notice board on the wall outside the old Corporation Offices in Silver Street, which registered the number of patients who had succumbed to this terrible illness.

At the beginning of my first year at the school, notebooks, pencils and rulers were handed out and had to be paid for. I can well remember Mr Collis when handing out the rulers - twelve inches long and also marked in centimetres - said that they were rather expensive because they were accurate. The price was threepence, and I still have mine to this day.

In the third year the chemistry studies under Mr Green became more involved in that we were instructed in and practised analysis. To this end each student had to purchase a piece of platinum wire from Battles the chemists, near the Stonebow. It cost me sixpence and I infused my piece into the end of a three-inch long narrow glass tube by holding the two over a Bunsen burner. In order to protect this valuable piece of wire, the glass tube was pushed through a hole in a cork, which in turn was placed into a test-tube. We all wrote our names on pieces of paper and these were slotted in to the glass tubes at the other end, and was fused (sealed up). Mine is still in my possession.

The physics laboratory under the direction of Mr Cooper was a wonderful place for me. Here we studied light and heat and, among other things, the design and construction of electric motors and dynamos.

I really enjoyed woodwork under Mr Oldershaw, and during my last year I made a very nice draught-board table, and this is also still with me. The art classes under the guidance and instruction of Mr Webster were equally enjoyed by me; one or two of my paintings were on show at the school exhibition. Yes, it was a wonderful life at the school. I am now in my ninetieth year and in good form.

Ralph Bates [1978]
An early reference to tobacco pipes at Stamford

Gary Taylor

The Inventory of the goods and Chattels of John Cowdrey late of Stamford in the County of Lincoln Goldsmith deceased made and proved by John Bywater, Luke Uffington, Joseph Caldecote, and Joseph Senescall upon the 2d of July In the yeare of the raigne of our Soveraign Lorde James of England etc the fourteenth Ao Dm 1616

... Imprimis in his purse
... Itm in the Hall one table with a Carpet, two forms one cupboard
... A little table, three Chaires pictures
... And other impliments
... Itm in the Chamber over the hall
... One standing bed with furniture
... One table with Carpet, one lining
... Cupboard two trunks & a boxe
... With other impliments
... Itm in Linen ix pairre of sheets two
... Dozen and halfe of Napkins four
... Table cleathes etc
... Itm in the Chamber over the shoppe
... one standinge bed with furniture
... one cupboard one table one trunke
... One chaire and other impliments
... Itm his wearing Apparel
... Itm in the Maid’s Chamber one bed
... With furniture and other impliments
... Itm in the Buttery for brasse and Pewter and other impliments
... Itm in the kitchin Andirons hookes
... Tubbes, with other necessaries
... Itm in the yard wood & Compasse
... Itm in the shoppe Tobacco and Pipes
... Itm A cubbard of Small wares and Certaine boxes, with bands and cups
... Itm a Deske for a goldsmith with weights working tooles & other
... Necessaries and a clocke
... Itm a trunnke of goldsmiths wares
... Consistinge of plate & rings & other small Jewels prized in their several
... pietuaries, amountinge altogether
... To the last somme of
... Itm in the same truncke in ready
... mony and gold
... Itm bookes
... Itm Anglerords lines and hookes
... Itm for thinges unense or unpraised
... Summa totellis

p me,

John Bywater
Joseph Senescall
Joseph Caldecote
Luke Uffington
at £24 12s. The tobacco and pipes value is even greater than that of his stock gold and cash ("ready money"), which amounted to £7 7s. Other references to pipes and their value suggest that Cowdrey's holding of tobacco and pipes was significant. Thus, the 1671 inventory of John Fox, a pipe maker of Spalding, valued 50 gross (7,200) of pipes at just £2.10s, or 2s (10 pence) per gross (LAO Inv 173/381). Similarly, the 1676 probate inventory of James Harford of Boston, another Lincolnshire pipe maker, valued 5 gross of pipes at 5s (LAO Inv 179/231). However, tobacco was quite expensive in the early years of its usage, a cost that was increased by high duty on the material (Jackson and Price 9-10), which may account for the valuation in Cowdrey's inventory.

Acknowledgements

I am most grateful to the staff of Lincolnshire Archives Office for permission to publish this inventory, and for assistance with transcription of the document.

References


LAO (Lincolnshire Archives Office), 1616 Inventory of John Cowdrey, Stamford, 161:137 Bl. LAO, 1671 Inventory John Fox, Spalding, Inv 173/381.

LAO, 1676 Inventory of James Harford, Boston, Inv 179/231.

Oswald, A. 1975 Clay Pipes for the Archaeologist, British Archaeological Reports 14.

This section aims to list all new titles with as many short reviews as space permits. Some items will be included based on notes culled from trade bibliographies; not all publishers supply review copies. It is hoped that readers will be glad to know of a title's existence. The Reviews Editor would be glad to have notes from members of SLHA of items published in their locality.

BOOKS RECENTLY PUBLISHED

All reviews are by the Reviews Editor unless otherwise indicated. The majority of these titles are obtainable from the SLHA bookshop, Jews Court, Steep Hill, Lincoln.


Common failings of local history publications reflect the inward-looking nature of their genesis. Insofar as they represent considerable community efforts, books of local recollections are all to be applauded. Yet a bit more thought would have better presented Corby to an outer world.

The essays are quite varied, and include poetry and even some songs. They will be treasured by the older folk of Corby and read with interest by residents who cannot remember those 'golden' days before Hitler's war.

An especially good essay by Bill Adams (pp8-37), who grew up in Corby and became a vet, is an extract from his biography. A welcome inclusion is the three-page sketch of Corby's grammar school, followed by two school songs; not so welcome are chapters based on Corby people's experiences in the Crimean War and in the Pacific Islands.

There are the usual photos of village groups and scenes, including one with the Pyramids in the background, but they are lumped together in an old-fashioned manner on pages 94-115. Other pages are sparsely decorated with line drawings, not all of them relevant. It is ironical that Corby is the subject of one of the best dozen English village histories published nationally since the Second World War: David I. Steel's A Lincolnshire Village: the parish of Corby Glen in its historical context (1979).

Like Adcock's book, this was supported by the Willoughby Memorial Trust. Yet no explicit use seems to have been made of Steel's work to set the scene for the essays Adcock collected.

One is not tempted to make use of Adcock's book for the better understanding of rural society since there is no evaluation of the recollections it records, nor about how typical was Corby's experience. There are no maps introducing the visitor to the parish, nor one showing the village plan, and nothing of the gaps left in the village scene by the 'slum clearances' of the post-war period. Only fortuitously one comes across crucial references to the Great North Road, the station on the King's Cross main line, and the reasons for the addition of Glen to the name that had sufficed for centuries before the rise of Corby in Northamptonshire. Nevertheless, I have to say that there is no village history of Branston, so two cheers for Corby, perhaps even two-and-a-half! Dennis Mills, Branston


This book primarily describes the agricultural tractors produced by Marshall Sons and Company Ltd during the period (roughly) 1930 to 1960 when the company was a leader in its field.

The Gainsborough-based firm first ventured into tractors in 1906 but the intervention of war work meant that it was 1930 before the E 15/30, the forerunner of its most successful range, made its debut at the World Tractor Trials.

This tractor exhibited exceptionally good fuel economy (something that remained a feature of most Marshall tractors thereafter) and its performance compared quite well with many of its better-established competitors. It formed the springboard from which the famous Field Marshall tractor was launched in 1945. Some 7000
Field Marshalls were made and it is a testament to their durability that many survive today. Further developments followed and the company later ventured into crawler tractors with some success, but it eventually became the victim of turbulent trading conditions and high product development costs.

The book is profusely illustrated with good photographs, many in colour; there are also reproductions of advertisements and detailed drawings. A chronology or 'family tree' of products would have been very useful to illustrate the evolution of the product range. Also the index is surprisingly brief for such a detailed book. The average reader may be overwhelmed by the detail but this is an outstanding book by an acknowledged expert about the products of one of Lincolnshire's most famous manufacturers.

C. J. Lester, Boston


This is an excellent example of what a local history should be. The coloured cover immediately impresses and a double-page spread providing the Ordinance Survey map of the parish, in colour and suitably marked with a wide range of notable sites, suggests that we are faced with a serious study, which aims to be reader-friendly.

A considerable number of people and organisations have contributed articles or illustrations, all very well produced on good quality art paper, allowing the details to stand out, particularly in relation to the many maps, modern and historical. The choice of paper has also greatly benefited the many colour photographs.

The book has nine main sections - early days, religion, farming, the community, river and marsh, people and places, communications, wars and, finally, Wyberton past and present. Each of the sections is further subdivided, for instance, people and places includes pieces on Ralphs Lane gibbet, the murder of a policeman, two each on individual public houses and country houses followed by four biographical studies and a note on the local airfield. Other biographical sketches appear under some of the other subheadings.

The editors have done a good job in bringing together the writers and avoiding the overlapping that is a frequent result of communal efforts; only in a few cases does a certain lack of ease with the written word appear in some contributions. A useful bibliography is marred by an inconsistent approach to layout and the provision of dates. The listing (at the end) of the names of the roads and their meanings might have been better included in the section on roads and lanes, but it is still a very useful feature.

Altogether no one interested in the parish will be disappointed with the outcome of a splendid local effort. The quality shows in the appearance and the contents. Other county parishes please copy!


This is a much enlarged and improved edition of the guide that you really must have access to if you are to make the most of a visit to the PRO and its 167 km of shelving. Although aimed at family historians, it is really a guide to records of people. People at work - in the courts, in the armed forces, in debt, making wills, and on the census returns - are all described in this book as well in many more unlikely places. If some of the details seem brief you have to realise that the items were selected from the 5,500 pages of the P. R. O. Guide.

Since the last edition in 1990, there have been many new accessions including many service records from World War I. This period has also seen the changes due to the closure of Chancery Lane - the census can now be seen at the Family Records Centre in Roseberry Avenue and the older records have been moved to Kew.

This book is easy to use, it is well indexed, and each short section is numbered and titled so that you quickly find your chosen topic. There is also a useful bibliography at the end of each section. A visit to the P. R. O. at Kew can be daunting for the beginner and even a seasoned researcher can be confused by so much on offer.

Reading this book has whetted my appetite for another visit. I've researched my house - a former coastguard cottage - shall I try railway records next, or the army?

Dipping into the book at random, I came across a section on lunatic asylums. I am interested in a Pomeroy whom I found to be in an asylum on the 1881 census. People of means made their own arrangements for any lunatics in their family, but what about the poor, which included that
family of Pomeroy? Now I know that they were dealt with under the Poor Law and may have initially been admitted to the workhouse. The P. R. O. has the returns of insane inmates of workhouses and asylums from 1834 to 1909 as well as other records. So a look at those could prove useful, as well as looking at the Poor Law records at the County Record Office.

Pat Pomeroy, Fishtoft


Dr Biggs is to be congratulated on producing such an excellent study of Methodism in Grantham in the 18th century. Using Ellen Gretton as the central figure he describes the sacrifices that early Methodists had to make and the opposition they had to overcome in order to pursue their faith.

Ellen Gretton moved to Grantham from London in 1777 and soon became part of the Methodist movement in the town. She met John Wesley in 1781 during his visit to the Grantham area and, as a result, she wrote to him about her own circumstances regarding her father and her forthcoming marriage. In 1783 she married William Christian, a farmer from Skellingthorpe who had also become a Methodist. The book tells of Ellen Gretton’s work in the Methodist cause as an “exhorter” and prayer leader, reading Bible passages to the public and expounding upon their message.

Dr Biggs has unravelled a tangle of personal relationships between the clergy, travelling preachers and a number of other people, both learned and humble, to give a fascinating picture of the early Methodist cause in Grantham.

Gerry Burrows, Bourne


This brief book comprises thirteen chapters each devoted to people associated with the town. They range in period from Elswitha (who married Alfred the Great) and a Danish king, Sveyn (whose son, Canute, was proclaimed king in the town) to a range of mainly nineteenth and twentieth century worthies. The question mark in the title is only justified in a few cases; in their own spheres, Harold Brace, Haldor Mackinder, Thomas Miller and William Marshall are well honoured and remembered. The section on George Eliot hangs on the thread of a single visit in 1859.

In all sections the text is short but there are a good number of illustrations where applicable. The writing style is not all it could be; there is a weak hold on some rules of grammar. Still it’s a useful introduction and well produced.


The author was brought up in Grimsby and, after a degree from Leeds, lectured in English departments in Egypt, Greece, Leicester and, currently, in Germany. His poems reflect the places he has lived in or subjects reflective of their background. Some have Lincolnshire connections; John Nelson preaching at Grimsby, The North and Lion and Lamb and Humber Estuary, spring from local memories and The Republic of Wholeness seems to have a background perhaps not unrelated to Cleethorpes and the marsh. The style is often gritty and the range of reference is wide (two pages of notes help) but there are also poems of greater directness.


This book is not for sale – you can have it free from a wide range of local libraries! Produced through the efforts of several counties’ literature development officers it tries to show off the work of a comprehensive selection of prose writers and poets. Four writers from Lincolnshire are featured: Michael Blackburn, Margaret Dickinson, David Lightfoot and Frank Palmer. Two of them include poetry in their output; the last three include pieces drawn from some of their full-length books. There is something for everyone here.


Dr Gerrish was born and lived in Grimsby until 1969. She is a local and regional historian and, although having now moved away, she has maintained a personal and professional interest in the town. These books blend factual narrative, personal recollections, illustrations (not always well reproduced) with good indexes and lists of sources.

*Before the Bulldozer*—describes the two geographically distinct shopping areas of Grimsby in the 1920s and the 1930s. The ‘Top Town’ area of the Old Market Place is in the medieval borough whereas ‘Freeman Street’ is some distance away, a Victorian development near the then new docks. Although there is a map of the Top Town district there is no corresponding map of Freeman Street. Minor editing errors, such as incorrect photographic captions (front cover) and compass designsations (Old Market Place), do not detract from this fascinating account of shops and shopping in Grimsby in which the author’s personal experiences add greatly to the enjoyment of the narrative.

*Old Nunsthorpe*—describes the history of a development by Grimsby Borough Council in 1919 of a large new estate with houses, shops, a school and recreational facilities but more than a mile from the town centre and much further from the fish docks. The early houses were built to a high standard but later became a slum clearance zone and the houses were less spacious and built more cheaply. By 1939 Nunsthorpe was a thriving estate with a good school, a church and a maternity home. After 1945 it continued to grow and prosper but by the 1990s it had become a problem area. Dr Gerrish was born and brought up in Nunsthorpe and she gives a lively and sympathetic account of Grimsby’s ‘Garden City’ dream.

The Library Service of the new North East Lincolnshire Council is to be congratulated on these contributions to the history of Grimsby, and one hopes it will publish more books in the series.

*S. Warmoth, Lincoln

HIPKIN, Brian. *Old Coningsby and its people.* The author, 100 High Street, Coningsby, LN4 4RF, [1999]. 80pp. No ISBN. £5.50 pbk. Available at Coningsby Post Office or from the author (postage extra).

This is another very useful little book full of interesting photographs and other illustrative material. The author has spent over fifty years in the Coningsby area and knows his subject thoroughly. In preparing this work he has found a good range of pictures and has livened his pages with trade advertisements, billheads and other ephemera. The captions are brief but to the point. The introductory material usefully reproduces the descriptions of the village from White’s Directory of 1872 and a list of local people in 1936 (source undisclosed). There seems to be no special order to the book’s arrangement but an excellent impression of the old village life emerges. A map would have been useful for those of us not familiar with all the lanes and local sites.

It is well printed on good paper and must have a wide sale among those with any sort of connection to Coningsby. Perhaps another book covering the last fifty years might be forthcoming?


A valuable collection of over 200 photographs, well produced with adequate descriptive captions. A few captions could be more informative, but only one (I think) is misleading: on p75 the Butter Cross at Barrow upon Humber is called ‘the stocks stones’. Photos of now demolished buildings are welcome, e.g. the Wesleyan Methodist chapels at New Holland p86 and at Ulceby p115: if they were dated that information would be useful.

The photos cover eight parishes in addition to Barton—Barrow and New Holland, Goxhill and Thornton Curtis, Wootton and Ulceby and South Ferriby, Horkstow and Saxby All Saints. Under Horkstow p123, the caption should have mentioned the architect of the fine suspension bridge, Sir John Rennie.

Some especially valuable photos should be mentioned, e.g. p12, the (now demolished) Maltings at Barton, with the Haven crowded with shipping; p58, loading tiles at a Barton brickyard; the water carnival at Ferriby Sluice p119; the grils’ laundry lesson at Wootton p108.

The booklet will appeal particularly to readers who already know the areas. For others a little more information would have been helpful, for instance a mention that Saxby was an estate village, and parish populations at the approximate date of the photos would have been useful.

Rex C. Russell, *Barton upon Humber*

The first hymn in the old Methodist Hymn Book was 'Oh for a thousand tongues to sing', one of Charles Wesley's great compositions. Methodists have always enjoyed music and over the years their services have included hearty singing, not only the hymns of Charles Wesley but also those of Sankey, Alexander, Jude and others. The singing was usually accompanied by the organ and the book includes a number of anecdotes about organists, many of whom have served the Lord in this capacity for a great number of years.

Mr Leary's book consists of over 70 short articles about Lincolnshire's Methodist musicians. It is the result of a great deal of painstaking research. Some of the details have been provided by local Methodists from personal knowledge, while others have been gleaned from obituaries in newspapers and other publications. Unfortunately minute books and the other usual sources of Methodist history do not generally mention the chapel musicians.

Many of the articles refer to organists but there are references to a number of choirs, and Louth Mission Brass Band is included. Probably the most famous person referred to in this book is Norma Proctor, who was a member of the Cleethorpes Mill Road Choir and moved on to become an international singer of considerable fame.

This book appears to be the only publication covering the Methodist musicians in Lincolnshire and Mr Leary has filled a gap with this extremely interesting book. The thought springs to mind that there must be many more musicians who are worthy of mention and could give rise to a second volume. Mr Leary hints that there may be such a volume in future. The vast amount of information within this book fills gaps in our knowledge and puts meat onto the bare bones of Methodist history. These people were 'Born in Song' and certainly were alive!

Gerry Burrows, Bourne

ROBINSON, David N. Lincolnshire Bricks: history and gazetteer; a booklet produced to celebrate early Lincolnshire brick buildings for Lincolnshire Heritage Open Days 1999, with contributions by Hilary Healey and David Start.


Lincolnshire Bricks is divided into two parts. The first contains a useful description of the brick-making process and an explanation of the different bonds, followed by a short history of brick-making in Lincolnshire. The second part is a gazetteer of brick buildings in the county before 1760.

It is difficult to fault the first part, which can serve both as a readable introduction for the novice and as a source of some key dates for the expert. In contrast, the gazetteer fails between two stools, neither being complete (6-7 Castle Hill, Lincoln, is an obvious omission), nor serving as a list of buildings to visit (some are not generally accessible). Both parts are generously illustrated, though some of the more distant shots are a little fuzzy.

On a matter of detail, it is disappointing to see the date 1640 still attached so firmly to Goltho church - I thought the case for a pre-Reformation date for the nave had now been firmly established. This case is actually quite an important one because, if diaper patterned brickwork was still in use in Goltho in 1640, it becomes difficult to argue, for example, that the main front of Aubourn Hall must necessarily be of two periods. Progress in the dating of historic buildings, other than the tiny fraction that are well documented, can only come through continual refinement of the dates when particular motifs and techniques were used.

This is an attractively produced book that deserves to sell widely, but it had the potential to be better still. One hopes for a second edition in due course.

R. C. Wheeler, Hornston


By the time the review of this title had appeared (Lincolnshire History and Archaeology, 28, 1993, p82) the first edition was already sold out. Now it makes a very welcome reappearance. This is basically a straight reprint but the opportunity has been taken to provide a more pleasant garb. It certainly has an eye-catching appearance and the pages are well laid out in a very good legible typeface. There are twelve major sections covering changes in Caistor, 1796-1861; Caistor in the 1850s, followed by other studies...
of the same period dealing with schools and education, church and clergy, town government, law and order, and the town's Matron Society, hiring fairs, ploughing meetings and the Mechanics Institute, etc. If you missed the first printing now is the chance to make good the deficiency – it's a very worthwhile and detailed study.


After many years of working in the photographic department at the Lincolnshire Echo, Peter Washbourn is well qualified to compile this book of photographs. It includes 450 black and white photographs, chiefly of Lincoln, plus a few showing memorable county scenes, such as the East Coast floods of 1953. Most are from the Lincolnshire Echo’s photographic archive, with some from Maurice Hodson’s private collection. Each print has a caption, which is brief, accurate, and written in an informal, chatty style; nearly all are precisely dated, and where relevant the Echo’s reference numbers are quoted, which is useful for people who want to order copies for themselves.

The pictures span the period from the early 1900s to the 1980s (although there are few before the 1930s, reflecting the increased use of photographs in newspapers as the century progressed. They are grouped together in chapters, each with a broad theme, such as ‘Memories of Youth’ and ‘Military Memories’. I particularly liked the chapter called ‘Remember These?’ showing the building or demolition of well known city landmarks, such as St Peter at Arches Church and St Mark’s bus station.

Personal memories were evoked by the photos of ‘Brigg’ playing his mouth organ (p154) and Clarence Hurst (p142), who campaigned for years in Lincoln High Street, displaying placards full of spelling mistakes and grammatical errors. For me, some of the best illustrations were not those of special events or buildings, but the ones showing scenes from ordinary life, such as cows being driven down the High Street (p16) or the men sitting on the seats on High Bridge (p148).

Although the chapter ‘Memorable County’ is interesting, it might have been better to have featured only Lincoln photographs in this book, and to produce a companion volume on Lincolnshire, as the Echo must surely have enough interesting county illustrations in its archive to compile another book.

At £14.99 this would make an excellent present for anyone who has Lincoln connections. The photographs are well reproduced and represent a wide variety of the city’s history in the twentieth century. In addition, most of the prints have not already been published in similar volumes of old Lincoln photographs. In a recent review (LP&P October 1999) I wondered if there is a market for any more books of old photographs of Lincoln! This volume does not duplicate the material in the two volumes reviewed in the October issue, and certainly merits publication.


This little pamphlet is intended to give a flavour of the town to the visitor as well as the locals, who will pick up titbits of information that they had not previously encountered. It is very well illustrated with seven coloured photos on the covers and four pages of useful addresses and phone numbers as well as the current local railway timetable – there’s a lot packed in here!

THE GODFREY REPRINTS OF O.S. MAPS

Over several years the Alan Godfrey company have been republishing former Ordnance Survey maps that will eventually cover most of the country. There are presently six maps that deal with parts of Lincolnshire, and each of them has much of interest to historians. Naturally enough some of the more urban ones are being published first.

So far the following ONE INCH TO THE MILE MAPS are available:

* Lindsey (Brigg & District) 1906 O. S. No 89
* North Holland 1888
* Grantham 1903 O. S. Sheet No 113.16
* Grimsby (North) 1906; O. S. Sheet No 22.07
* Lincoln 1905; O. S. Sheet No 70.7
* Scunthorpe 1906; O. S. Sheet No 18.04

On the 25 inch versions there is considerable detail: on the Scunthorpe map all the iron and steel works and their associated railways, as well as the streets and housing, even the cattle market’s weighing machine! On the Grimsby one the
Docks, tramways and railways are very prominent; Lincoln's contrast of cathedral, castle and its many factories is well represented on a double sided map; whilst the important ironworks and railways are on the Grantham version, even a certain grocer's shop on the corner of North Parade and Broad Street is marked!

Each of our maps has a commentary supplied by eminent local historians: Nick Lyons on both the Brig and Scunthorpe maps; John Gough on the Grantham one; and Richard Oliver on both the Grimsby and Lincoln maps.

Designed to go into one's pocket, these maps give a fascinating insight into all aspects of local history and industrial archaeology. At £1.95 they are excellent value, and are available from Jeyes' Court bookshop (add 50p for p&p).  

Neville Birch, Lincoln

OTHER RECENT PUBLICATIONS – we hope these will be reviewed later.


'Bobby in the box' at the bottom of Lindum Hill - from Peter Washbourn's Memory Lane Lincoln and Lincolnshire


START, David. Looking at Lincolnshire: bringing the County to the Classroom; a book about Lincolnshire for Literacy Hour and Local History. Heritage Trust of Lincolnshire, The Old School, Heckington, Sleaford, NG34 9RW. 1999. 36pp. £18.95 plus £3 p&p (large format) or £6.95 plus £1 p&p (standard format).
