Political assassination in Lincoln?

The first Master at Helpringham School

World War I memories of Wainfleet and Sleaford

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Editorial

Spring is here as I write this, although I know anything can happen before May is out; and indeed there has already been a violent hailstorm this morning. But there are signs of life in hedges and trees, and it will soon be too late to take all those photographs, such as views of churches, which one is sure would have looked better whilst the trees are bare! I have just managed to get photographs of a) the silhouette of a round barrow and b) a fence inside a hedge, both of which will be totally obscured once the leaves are fully out. I hope to write something more on hedge recording in a later issue.

This quarter includes the story of a possible assassination of a Lincoln MP in 1821 and some reports of some of the activities of SLHA in the past year. We have a further contribution from A. J. Ashton, who has studied Helpringham School in some detail, and whose first article appeared in LP&P 31, Spring 1998. We have decided to print the rest of the story in two parts, as it is quite long and we have had no success in trying to locate illustrations connected with Helpringham School. Perhaps this remark will prompt a reader to rush forward with pictures of Helpringham, one hopes so! Please do make a conscious effort to send pictures with your articles. Having said this, we must apologise to Jim Murray for inadvertently omitting the illustrations from his Zeppelin item in the last issue. Since his account has prompted a response from Les Gostick of Sleaford we are trying to redress this wrong by publishing the Zeppelin picture this time instead.

To those who have sent in items and have not yet seen them in the magazine, thank you; they will be included in future issues. Finally may I plead for more archaeologists to write in. We tend to receive very little material related to archaeology, yet I am sure there are many potential writers (and artists – artefacts can make attractive drawings!) out there. I have tried a new topic to be included in the next issue – short offering of medieval window glass, which may be of interest.

Hilary Healey, Joint Editor
The strange death of Coningsby Sibthorp

The death of his father, George III, on 29 January, 1820, cleared the way for the Prince Regent, now George IV, to pursue his differences with his estranged wife, Caroline of Brunswick, to their bitter conclusion. The King ordered that her name be removed from the Prayer Book and in June began the long and difficult process of getting a Bill of Divorce through Parliament. All over the country emotions were stirred. Except among the high Tories there was widespread sympathy for the Queen. Although neither she nor the King led blameless lives, Caroline was widely seen as a wronged woman. George's dissipation was a public scandal and the monarchy was widely held in contempt. In the difficult days after 1815 unrest was never far below the surface.

The citizens of Lincoln took up the cause of Caroline with some enthusiasm. During the progress of the Divorce Bill in Parliament (it ultimately had to be abandoned) there were unruly scenes in the city and windows were broken. More seriously, the coronation celebrations in July 1821 were marred by rioting. The military was called out to clear the streets. During this ferment citizens of Lincoln also took to political action. The Times of 14 February 1821 records that the day before, a petition had been presented to Parliament signed by over one thousand of the city's inhabitants, paying for the restoration of Her Majesty's name to the liturgy.

The members for Lincoln were Colonel Coningsby Sibthorp of Canwick and Robert Smith (brother of the famous Sydney Smith). Neither was prepared to present the petition so the task was undertaken by the prominent Whig, Ralph Bernal, who had once represented the city, but now sat for Rochester. Those citizens who had forced the Mayor to call a public meeting, at which the address to Parliament was agreed,
were presumably indignant with the city’s representatives.

In the election that was called on the accession of George IV, Sibthorpe had topped the poll, but with an un-reformed franchise this was far from a democratic mandate. A desire for change was in the air and the petition reflected this. It read: 'We further entreat your honourable House to lose no time in introducing such an efficient reformation in the representation of the Commons House of Parliament as will give their due opposed and trusted for ever should oppose any system which under the pretext of reformation would only, in his opinion, be a dangerous innovation on the soundest principles of the Constitution.'

Sibthorpe could not have been unaware of the depth of his unpopularity. He had tried to organise a public meeting to express loyalty to the King; it was a complete failure, with the majority of those present very hostile. However, Ellison. At midnight the four were picked up by their carriage for the return journey to Canwick.

The Times (drawing on a report from the Lincoln, Rutland and Stamford Mercury) of 6 March, 1821 described the events.

'An accident attendant with the most alarming consequences befell our highly esteemed member on Friday night the 23rd ult. Occasioned by the linchpin most wickedly or wantonly taken from the wheel of his carriage whilst it stood in this city. The Colonel with his brother, the Rev Humphrey Sibthorpe of Washingborough and his lady had been during that evening at the house of Dr Cookson and at about 12 o'clock were returning home to Canwick. On turning into the Minster Yard from Eastgate, the far fore wheel of the carriage flew off and the coachman was in consequence thrown from the box. The horses being frightened immediately became ungovernable and before the coachman could secure them they galloped forward to Miss Ellison's in Minster Yard (having been accustomed to be driven there) forcibly breaking down the strong rails in front of the house and dragging after them the carriage which on their making the usual turn at the door fell over with the worthy parties above named ...'

The carriage turned over at the house of Sibthorpe’s aunt, Harriet Ellison, 13 Minster Yard. More detail is given by Humphrey in a letter to a cousin (10 March, 1821):

'We had dined at Dr Cookson’s and upon our return the off fore-wheel absconded at the turn of Mrs Thorold’s house, the coachman was thrown from the box, the horses set off [and] first ran the carriage against the gateway [Priory Arch], this frightened them still more and with increased speed they went down the Minster Yard, but providentially, curbed of continuing their course down hill, turned towards Miss Ellison’s

The White Hart Hotel on Bailgate, Lincoln

constitution weight in the government and prevent any further insults being offered to a loyal and suffering people.'

Sibthorpe’s refusal to present the petition was provocative enough, and it might have been wise for him to have refrained from further comment. Yet, speaking in Parliament he said that he had ‘hitherto what happened next had far more serious consequences than political embarrassment. On the evening of Friday, 23 February, 1821, Sibthorpe was in Lincoln dining at the house of Dr Cookson, 24 Eastgate accompanied by his brother and sister-in-law, the Rev Humphrey and Mrs Sibthorpe, and by Mrs Sibthorpe’s sister, Caroline

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[and] charged the rails, two of which were broken down and dragged the carriage and overturned it with a most tremendous crash at the door.'

The Colonel was badly injured, Humphrey continued:

'My poor brother was not able to move, at first we attempted to get him out of the lower front window but we could not accomplish it. I then got into the carriage and had it lifted up and with considerable difficulty and pain got him into Miss Ellison's. Swan and Cookson were soon got [both medical men] - the injury which my brother received was on the spine and the whole of the left side was paralysed [sic]. He was bled and with great difficulty got upstairs to Miss E's bedroom.'

It is clear that Coningsby had a weak constitution. He never recovered, and after a great deal of suffering, died on 9 March, 1822, over a year after the accident. The question of why the linchpin was not in place was never answered, but the *Lincoln, Rutland and Stamford Mercury* (9 March, 1821) was prepared to speculate:

'Colonel Sibthorp considers the whole affair purely accidental. Several circumstances which previously occurred prevent so charitable conclusion in the midst of others; one is that the linchpin was certainly taken out about three months ago, another that the coachman not only examined the carriage before he left Canwick but actually put fasteners through the eye of every linchpin and the distance travelled to Lincoln did not exceed three miles. A third circumstance is that on the preceding Thursday three men were overheard threatening Colonel Sibthorp. "Here comes the d... d carriage" said one of them, "there is nobody but ladies in it, let us wait until he is in it and then we will do it effectively." This necessarily leaves the impression that there really are persons so depraved as to be guilty of such an atrocious act. On the night of the overthrow, the coachman, having set the ladies down at Dr Cookson's went to the White Hart for the Colonel, who dressed there. It is probable... that the offenders thought the Colonel was alone, not that it could make any difference to their diabolical disposition how many were injured so that the object of their resentment suffered.'

The same newspaper's death notice of 15 March, 1822, was eloquent:

'Died on Saturday at his home at Canwick aged 40 years Coningsby Waldo Sibthorp esq., a highly distinguished and dutiful son, a kind and affectionate brother and indulgent master, humane and charitable. A long and painful illness he bore without uttering a complaint and in his latter end afforded such an example of fortitude and resignation as a true Christian spirit could exhibit.'

What motivated those who conspired to injure, if not to kill,
Coningsby Sibthorpe's brother, Colonel Charles de Laet Waldo Sibthorpe, inherited the Carwick estates. The Colonel, who in 1826 took over his brother's parliamentary seat, was to become famous in Lincoln history as a notorious eccentric who divorced his wife, hated foreigners, railways and the Crystal Palace, and kept his colleagues in Parliament and the readers of Punch endlessly amused by his outrageous views. If Coningsby had lived, early Victorian England might have missed one of its most colourful public characters.

NOTES
1 A. R. Maddison An Account of the Sibthorpe Family (1896) identifies Cookson's residence as D'Isney Place (24 Eastgate); William White Directory of Lincolnshire (1836 edn.) gives 24 Eastgate as in Cookson occupation.
2 Maddison states 'The Miss Ellison mentioned was Harriet ... and she lived in the Minster Yard in the house belonging to Miss Waldo Sibthorpe.' White's Directory (1896 edn.) gives the address of Miss Waldo Sibthorpe as 13 Minster Yard. See Sir Francis Hill Georgian Lincoln (1966) p273 'Old Miss Ellison ... had been very handsome and was a fine figure, but as stiff as a poker and very prim. A fat Miss Penrose lived with her.'
3 Cholmeley Papers by kind permission of Miss Virginia Cholmeley of St Breward, Cornwall, in whose possession they are.
4 This is a recurring theme of family correspondence, see for example letter to the Rev Humphrey Sibthorpe from his aunt, Lady Sewell dated 17 May 1818 (Lincolnshire Archives, 3 Sib1/7)
The first Master

The continuing story of Helpringham School by A. J. Ashton

In a previous article, "Setting up the School", we saw how the Helpringham School Board came into existence and how it purchased land and then built the school and the school house. Now we concentrate on the first Master.

The details are in the Minutes of the School Board and they are of varying quality and completeness. One would like to see the school log book, if it still exists, and have access to newspaper reports where these are appropriate.

You may recall that Mr Fricker took the post of Master in 1878 at a salary of £25 a year plus the whole of the school pence and half the government grant. If a full complement of children were enrolled then his income would be about £75 a year, which would place him at about the same salary as a rural station master. On top of this he would also have a house and garden, free of rents, taxes and rates and also six tons of coal a year.

Mr Fricker seemed keen. He was invited to meet the Board and discuss with them the money required for school furniture, books and other needs. His travelling expenses were reimbursed. The Board had also appointed a Mistress to look after the infants - Miss Clara Davies - but there is nothing in the minutes to tell us anything about her or in what circumstances the appointment was made. It was also agreed with Mr Fricker that as soon as possible he should appoint two pupil monitors.

This practice of using pupils to supervise other children in the class had been perfected in large schools in London. Monitors were selected from the brighter and most trustworthy children and were trained to take the ordinary pupils through a variety of exercises. To this end some publishers printed Outline Lessons from which information was written on the blackboard or, in the case of arithmetic, sums in the four tasks of addition, subtraction, multiplication and division. The pupils would copy the sums onto their slates and complete the exercise, which would be marked by the monitor.

In larger schools up to ten monitors could be supervised by a single teacher and hence as many as 200 pupils could be "educated" this way. Each year the Master was allowed to nominate two pupils as monitors and they would be paid a small fee (it was originally 6d a week, later paid at 19/6 quarterly).

When the Board met in May, the Master (this was the title given him by the Board) announced that he had selected Henry Bailey and John Thorlby as his monitors at 1/6 a week. I can find no record of either of them in census returns. Mrs Jarvis was appointed to clean the school; she had to provide her own cleaning materials, supply kindling and light the school fires. Her salary was £8 a year paid in two instalments. Her husband was later engaged in this position though for various odd jobs he was paid incidental sums.

A perennial problem facing board schools was getting children to attend regularly. The School Pence was based on the numbers of children who paid either 2d or 4d (according to the annual rental of their homes) and hence part of the Master's salary was dependent upon regular attendance. The Clerk was instructed to survey all the children in the village aged between three and 14 and to make a report on all the children whose attendance was irregular. A record of these actions, unless they affected the Master directly, is to be found in the detailed history of the School Board.

A request was made that the school be closed on 19 May for the Sleaford Fair. The school closed on 6 August for six weeks and this became the standard "Harvest Holiday".

In September Mr Fricker was allowed to employ another monitor, Miss Amy Manning, at 6d a week though in November the minutes revealed that she was paid 19/6 a quarter. Also the Master received £1 for his help in prosecuting the parents of non-attenders. The next month he was able to report to the Board that attendances had improved.

Children selected to be monitors varied from time to time but there are few references to their appointments. However their names appear in the minutes whenever the Clerk to the School Board is authorised to pay their wages. So in January, 1880 we find two weekly paid monitors who received 6/- in total, Henry Bailey and Walter Foster were paid 19/6 a quarter, and in November John Barrand was given a wage of 3/-. In 1881 Henry Bailey got four pounds, ten shillings and sixpence, John Barrand 6/-, Ernest Thorlby 4/6 and Henry Harris 4/-.

In June, 1881 John Barrand received 19/6 as quarterly salary; Miss Davies gave three months' notice in January 1880 and a replacement was sought through advertisements in various newspapers. The new assistant mistress was Miss Kate Grindall at a salary of £3 5s a year.

Mr Fricker was able to sell books to the children, and the money earned - usually less than £1 a
month, was added to the School Pence and paid to the Clerk. It seems that the average School Pence was about £5 a month, which would give an attendance of about 150 but one would have to see the school log book to determine this.

In July the Board resolved that 'teaching in the school should be confined to three subjects viz. reading, writing and arithmetic.' This was surely indicative of the nature of education for the working classes deemed suitable by the wealthy farmers who were the most important employers in the parish. But the Education Department had other ideas and we will find that the curriculum would be gradually extended. Mr Fricker was pleased to report that attendances had improved since the policy of issuing notices to parents had been put into operation.

The Board agreed to employ Henry Bailey as Pupil Teacher for four years, the first year's salary to be £10 and increased by £1 in subsequent years on the 'conditions set down by the Education Department.' The principal idea behind the pupil teacher scheme was to involve children who could be trained to a higher level of competence than monitors. Their training would be undertaken by the Master (or more rarely the Assistant Mistress) as part of his normal duties. It was a relatively cheap way of getting trained teachers who, upon examination at the end of their apprenticeship, would become a certified teacher. They would not enjoy the same status as one from a training college but they could gain acceptance to the ranks of qualified teachers.

The Board's exaggerated concern with financial accountability is suggested in the November 1889 minutes when they approved a 'Bar of Soap' to be ordered. It would be some years before the Master would be permitted to order towels!

In 1881 only two parents were summoned by the Sleaford Magistrates - George Moxom and John Martin; the attendance order was working quite well. But come November the assistant mistress, Miss Grindall, gave in her notice. Her replacement was Miss Blagg, an ex-pupil teacher in the National School at Sleaford.

In May the Master asked for new books in order to meet the requirements of the New Code, which had been introduced by the Education Department. It was a series of stipulations as to curricula, teaching methods and educational aids to be used if schools were to 'pass' the annual inspection by HMI. By controlling the contents of the Code and making them mandatory the Department was intent on creating a national system of public education at least at the Elementary stage.

In January 1884 Miss Hill was appointed on one month's notice to replace Miss Blagg, and she was to start on 7 January. But it was not until March that the Board finally agreed her salary at £30 a year. There was no meeting of the Board in August 1884. When they resumed in September the Board terminated the services of Henry Bailey as Pupil Teacher because his apprenticeship by now had run its course. Miss Amy Manning, who had been a monitor, was appointed in his place.

Miss Hill asked for an advance on her salary in September but it was decided to postpone a decision until the next meeting. In October it was agreed that she should have an advance of £5. New monitors were selected - Ellen Pacey and Emma Everington. Ellen was 10, her father was an agricultural labourer, and Emma was 12, her father a miller.

In November the Board made a new agreement with the Master to pay him £6 a year to make his own arrangements for the supply of coal instead of including it as part of his conditions of service. The spectre of 'financial accountability' would appear as a central issue in the Board's perception of its public duties, and possibly they thought coals could be bought somewhere cheaper than if they did this themselves. Also in November the Master asked for turpentine and lamp black to renovate the blackboard - they certainly looked for the cheapest ways to keep the school in a satisfactory condition.

In July 1885 it was decided quite unusually to give a half-day holiday for the Heckington Flower Show. In April 1886 Ellen Pacey was replaced as a monitor by Eleanor, aged 12, who lived with her grandmother and mother, who was a dressmaker. The Pacey girls may have been cousins. The winter of 1886 saw the beginnings of quite a few changes in the role of the school as an institution in the life of the village community.

It appears that the Master was responsible for maintaining the inside of the house, which gave cause for concern when he was relieved of his post a few years later. There seems to have been tension between the Master and the Board from time to time, mainly about his duties and responsibilities and his salary. In September he was to receive the School Pence as part of his salary less £10, which the Board said was the salary of the Clerk. Maybe to placate the Master he was allowed to have children as young as four in the school and for these the School Pence would be halved.

In November Miss Hill's salary was paid at the same time that the Master wrote to complain that she had been disobedient to him and had treated the children harshly. The Clerk was directed to write to Miss Hill to say that she must not persist in her behaviour and that non-compliance to this instruction would lead to her dismissal. In the same month the Rev Mr Rees, vicar of Helpingham, had asked that the school be made available for one night a week. This was possible for a Bible class.

However, within a few weeks the Master complained to the Board about the behaviour of the Sunday
Scholars. The Clerk was to write to the teacher in charge to tell him to ‘address the children in the matter and to inform him that the Board were determined to prosecute the first offender that they could detect damaging the buildings and otherwise inspiring [sic] the property.’

The year ended with a complaint from a parent, Mr Burnham, that his daughter, Fanny, was not learning to his satisfaction. Mr Fricker informed the Board that the child was in Standard I and was very forward for her age. She was not old enough to pass into Standard II though she should be quite able to cope with the work there. Mr Burnham was to receive a letter from the Clerk about the matter. Miss Hill was later called before the Board to deny that she had been treating the children harshly but agreed to be more obedient to the Master. We now come to a cause célèbre. Mr Fricker had given the Board a list of children who had not attended the school but had gone instead to a ‘dame’ school. The Board would investigate this and threatened to take the case to court and even to engage the Education Department in this dispute with an ‘alternative education’. Several children were brought before the Board (you can imagine it may have been something like that famous picture about the Civil War, where a small child stands in a room full of Roundhead officers and is asked ‘When did you last see your father?’). They had attended an alternative education establishment known as the ‘Adventure’ school. That may have been enterprise on someone’s part but it meant that some children were thereby not attending the Board school, which was losing their School Pence.

The Board members took it upon themselves to test the children as to their ‘efficiency’ as the Minutes record. When the children had left, the Clerk was told to write to Mr Davis, one of Her Majesty’s Inspectors of education, that they felt someone more competent should undertake the testing before they could decide what action might be taken against the parents as being ‘negligent’, and asking for his advice.

The children so examined were Edith, Elizabeth and Mary Cooper, Minnie Thorpe, Willie Bearsley, Mabel Taylor, Joseph Markham, Walter Foreman and Edward Garton. The Cooper children were aged 13, 10 and 8 respectively, their father, George Cooper, aged 38, described himself as an agricultural engineer. He was sufficiently disposed financially to have a domestic servant living in and employed an aged (69) agricultural labourer who also lived with the family. So far I have found nothing about Willie Bearsley, Mabel Taylor or Walter Foreman. Minnie Thorpe (aged 9) was a boarder with Edward Kirk (aged 54, described in the 1891 census as a Farm Labourer) and his wife June, who acted as guardian of the young girl. The only Joseph Markham I can find in the records would have been between seven and eight years of age. His father was David Markham, aged 30, a farm labourer. Edward Garton, aged seven or eight, was the son of Mr Edward Garton (aged 62), a local draper and, I suspect, one of the leading lights among the lower middle class ‘commercial’ people who sought to improve themselves and their families. One would need to examine the lists of members of various organisations in the village to see whether his name appears frequently.

This was a period when education was seen in its broader terms (extending beyond the elementary school system) as a means of ‘self improvement’. We shall see that evening classes became popular, technical education was directed specifically to village communities and the Government had established a Technical Education Committee to foster these developments by various grant schemes. I think the previous reference to ‘dame schools’ was rather derogatory because many of these had been established in industrial areas early in the century as primarily child-minding institutions in which little, if any, formal teaching was undertaken. I am certain that children of these ages would not have attended a ‘dame school’ in the later years of the century.

The Inspector’s advice was that the Board should prosecute the parents as a test case. But when the magistrates examined the case they found all the children were at a satisfactory level of attainment. The person who organised the Adventure School, a Miss Wingad, was awarded expenses, which the School Board had to pay.

Because we do not have the school log book we cannot say whether these children ever attended the Board School again; nor do we know what happened to the Adventure School. However, in October, Miss Wingad declined the offer of the post of Sewing Mistress at £8 per annum, which was taken by Mrs Parker.

Meanwhile in September the Master had written to the Board in connection with his illness (whatever that may have been) but discussion was deferred until the next meeting. This seems to be the usual response to any problem reported to the Clerk.

The Rev J. Rees of St Andrew’s Church, Holbeach, as Diocesan Inspector of Schools for the Louth Deanery, asked that he might visit the school and inspect the children’s religious knowledge. The Board agreed to this and told him to make his own arrangements with the Master to make these visits.

It is clear that relations between Mr Fricker and Miss Hill had not improved sufficiently and she was given three months’ notice to take effect from 18 February, 1887. The Master was told to advertise for a replacement, which was placed in The Schoolmaster.

To be continued.
Zeppelin raid

Referring to the article “King Stephen and the Zeppelin” in your last issue, one of my early memories is of the sight of a German Zeppelin flying above Sleaford town on 31 January, 1916. It looked really beautiful caught by the searchlights, like a huge silver cigar. It appeared perfectly harmless; we had no idea of the damage they were to inflict that night. There was no positive defence against them, the Navy guns were few and far between, and in any case it was pure luck whether any shell from them could be set to explode near enough to damage the Zeppelins.

Many years after this my daughter was returning to Sheffield from Sleaford and when she was unpacking a shopping bag she found at the bottom an envelope, and in it was an account of the effect of the raid on Sleaford and its neighbourhood. It was obviously written by a railway official on duty at Sleaford railway station on the night in question, but the only clue to the writer was the name Hammond written on the envelope. The paper inside was becoming very fragile. The question of how it came to be in the bag remains a mystery. The paper read:

First Zeppelin visit to Sleaford Monday evening January 31st 1916 we received at 6.40pm the order by wire - “Lights out” - and were informed by Spalding verbally that hostile aircraft were approaching. All lights except the signals were immediately put out, goods sheds closed, shunting stopped, and all trains were held up at the nearest signal box. No. 272 GE pass came in and was shunted at once into Number 1 siding and all lights extinguished. No 42 GSR was held at Grantham - Bourne pass stopped at Rippingale - 284 Up Express was held up at Nocton. All Sleaford was in absolute darkness - motor cars and bicycles continued to run but were stopped by people who insisted on lights being extinguished - a period of anxious waiting commenced. There was no panic and scarcely any signs of fear, curiosity seemed to be the predominant feeling. Mr Bagg stopped at Station and looked after the wellbeing of passengers and I took my post at the East Box - at 7pm Gosberton reported aircraft passing over going towards Grantham and we passed the intelligence to them. At 8pm we heard a noise approaching and growing every moment more distinct, we then realised we were to be visited. At 8.15pm the noise of motors was very distinct, and on looking up I saw a Zeppelin right over our heads, at a height of about, as near as I could judge, one mile. It was travelling at great speed due West. There was then a very few anxious moments but the danger was soon past and no bombs were dropped on Sleaford.

Rippingale had reported two or three passing there and Bourne also heard them but I do not think they saw them. We heard at this time a succession of dull muffled reports and Digby reported bombs dropped there and a barn on fire, but no one hurt. Several bombs were dropped in a field at Bloxholme, 7 in all, and great craters were made in the earth. We heard that bombs were dropped at Frodingham and various places in the Midlands, considerable damage being done and unfortunately a good many killed and injured. On the whole Lincolnshire escaped very well and was to be congratulated. The Zeppelins commenced to return and we heard at least three pass at that time. Raceby reported one hanging about over the village for a considerable time and we heard it proceeding towards the coast about 11.30pm on the North side of the town. We got the order to resume normal working just before midnight but it was premature. No. 37 GSR which had been standing at Heckington came in but could get no further because the stations beyond had not got the resume order and shortly afterwards all our lights had to be put out again. Several more Zeppelins passed towards the coast but did not come over Sleaford. The “resume normal working Bone Fide” was received at 3.17am and trains were then allowed to proceed. The 284 Up Express got through at 12.46am - after first resume was received. No. 272 Up was detained until 5.4am for passengers ex Grantham who should have come by the 42 Down, which was eventually cancelled. No 37 Up GSR which arrived at 11.38pm was detained here until 3.40am. The 6.40pm from Bourne arrived here at 3.45am and the 7.5pm got away for Bourne at 4.18am. No 283 Up Express 7.40pm arrived at 7.23am February 1st and left at 7.24am. No. 58 Up Mail was cancelled and No 48 Down due at 9.34pm arrived at 6.45am February 1st. After this the passenger traffic recovered back to normal working. The goods traffic which had been held up about 9 hours was severely disorganised but all trains ran except No. 290 Up, and the effects were felt nearly all the ensuing week.’

As a result of my receiving this statement I decided to visit Digby to investigate the report of the bombing there. I had very
little difficulty in finding the barn referred to and was surprised to find that some of the damage had never been repaired. Apparently the bomb - an incendiary - had penetrated the roof where it was attached to the outside wall. The damage to this wall, which was not enough to cause it to be unsafe in any way, was left undisturbed when the roof was repaired. Speaking to a Mr Adcock who lived in an adjacent house I was told a family story. Apparently when the incident happened his father saw smoke coming from the barn and together with others living nearby armed themselves with buckets. They filled them with water from a pond a short distance from the barn, and put out the fire. I was told the children of the local school took the next day off searching the fields between Digby and Bloxholme for pieces of the bombs. Some of the craters are still to be found at Bloxholme.

Contemporary drawing of the King Stephen incident in February 1916, described by Jim Murray in LP&P 38

Advertisers welcome - if you would like to advertise in this magazine please contact the production editor on 01522 874304 (evenings; answering service available daytimes). Charges, payable to SLHA, are very reasonable.
I was born in 1911, so these memories come from early childhood. During the war the Coronation Hall was used as a military convalescent hospital with Mrs Tindall, the Bethlem Hospital agent's wife as matron. Those well on the way to recovery were allowed to visit people's homes. One night a lorry bringing patients failed to negotiate the right angled turn over Salem Bridge, crashed through the railings and landed in the mud.

Fortunately the river was low. No one was hurt, but raising the vehicle was a problem. Great shire horses were used in vain. One Sunday evening a crane arrived at the railway station and the usual crowd of small boys followed it to the bridge. It too failed. We missed the successful effort. A steam roller was at work on the road nearby and someone had the bright idea of linking it to the lorry.

German prisoners of war worked on the neighbouring farms. They were billeted in the Conservative Working Men's Club. In the evening some of them could be seen sitting at open upstairs windows. A little boy called Wilson was often with them, a reminder of their own children. The Wilsons sold bread from a small shop near Westerman's. The latter became Barclays Bank.

We saw Scottish troops, but I cannot remember whether it was whirling kilts or droning bagpipes that made us follow them on a route march. I remember just where on the Low Road to Friskney my small legs could march no more. Some of the nearby troops must have been mounted, for my father said that our stables would have been requisitioned if our yard had been entered by a low, narrow passage.
Most of our family went down with flu in the 1918 epidemic and I had pneumonia. My parents said that they sat by my bed one night while a Zeppelin wandered overhead as if lost. I was still in bed when Mother, shedding tears of joy, came to tell me about the Armistice. When the hospital closed, the beds were sold and my brother and I slept on two of them for years.

I missed the immediate celebrations but vaguely remember the varied empire and allied flags flown later. From this time I have two photographs taken by a Mr Smith in the yard behind Barton’s shop, showing a goat and cart. In the better picture Arthur Barton stands by the goat and in the cart are my sisters Ellen and Margaret. In the faded picture is Jim Spence, son of a local auctioneer, wearing light clothes. The cart is decorated with flags. Ellen stands by it while in it are my brother Sydney and myself.

The All Saints’ War Memorial was made by Mr Woods, a local stone-mason and takes the form of an arch over the entrance to the public cemetery. I held Mother’s hand during the dedication service, which was conducted by the Rector, Mr Hopkins, and the Wesleyan Minister, Mr Butters. Only when I read the story of Theodore Hardy, chaplain to the 8th Lincolns, did I realise how greatly that regiment suffered. In 1915, on the first day of the Battle of Loos, the eighth battalion lost half of its thousand men and on the first day of the Battle of the Somme in 1916 it lost 251 men.

A picture of volunteers taken at Lincoln shows men who reminds me of the young farm hands that I used to see standing in line across the gap between the Angel and the Red Lion. Their older brothers may have volunteered hoping to escape the monotony of their lives and unaware of what awaited them.

In 1933 I heard of a man whose home had been on the sea bank in St Mary’s parish. He was perhaps a conscript. Unable to do drill he was put on a defaulters’ parade. A mounted officer chased defaulters around a square until they fell exhausted, but this man was unafraid of horses and used to following a plough for hours on end. The officer wearied first. The man was relegated to the cookhouse and finally sent under escort back to England.

Local defence volunteers drilled on the Green Hill field under the command of William Epson of Northolme Hall. Their armoury was in the office of Fred Waite who then kept a garage. Possibly in 1919 or 1920 one Sunday afternoon two Air Force officers came to our door. They had been to Skegness and their motorcycle had broken down. They heard my father had a car. Could he take them to Cranwell? My father declined, but told them about Mr Waite. As they left our door my mother said, ‘Run after them and ask if they would like some tea’. I caught them up at Cook’s Corner. They accepted. Later Father and we boys accompanied the officers to Mr Waite’s. Sydney I and I were given sixpence each for holding a torch while an inspection took place. Mr Waite then lent them a motorcycle. Mrs Waite was sure that one officer was the Duke of York, later King George VI. We shall never know the truth.

Betty Coy

We are sorry to record the death last year of Wyberton SLHA member, Betty Coy. I imagine that Betty must have been one of our older members, but am not sure exactly when she joined. I know for certain that she was a member in the early 1950s, and as a supply primary school head teacher she enthused her charges with her own love of local history. She also enthused older students, and it was thanks to her offering lifts that I began to attend outings. I especially remember one or two trips led by Maurice Barley, in particular a visit to the Wolds (I think this was all one outing) and two sights that are no more — a timber framed barn at Greetham and the deserted medieval village of Fordingham, then an earthwork site picked out in buttercups! It was no doubt her enthusiasm that encouraged me to become more actively involved in the LLIHS. Betty led and produced notes for a number of outings in the south of the county, copies of which are still extant. She was a Trustee of Boston Preservation Trust and as a special tribute the Trust published a book of her lively talks entitled Round and About Victorian Boston. Though frail in recent years she continued transcribing volumes of the Boston Corporation Minutes, published by the History of Boston Project, and also wrote the introduction to the latest volume. Shortly before her death she contributed to the Wyberton Millennium History publication. She is much missed.

Hilary Healey
Visit to Goole Docks

The Industrial Archaeology Committee of SLHA organised a visit to Goole Docks on 24 July 1999. The day began with a visit to the Sobriety Project, alongside the Aire and Calder Navigation, a few hundred yards from the docks complex. Here the Project, a charity that provides trips in a former ship’s lifeboat, specially equipped for the disabled, has its headquarters. A small shop, café and museum, carpark and picnic area are provided. Before lunch we were given the boat trip round the docks. Of particular interest was the boat hoist used in connection with the “Tom Puddings”. This transportation system for coal was unique to Goole, and the only surviving boat hoist, one in five in use at one time, has been restored. The Tom Puddings were a system of moving coal by water, invented by William Hamilton Bartholomew who was Engineer to the Aire and Calder Navigation from 1853 to 1895. For 120 years, until 1896, coal was brought from West Yorkshire pits to Goole for export. A Tom Pudding was an iron tub holding 45 tons of coal. At the pit the tub was carried on a railway bogie under the colliery screens to be filled with coal. It was then taken on rails to the waterway and ran down into the water where it floated. Nineteen of them were made up into a train, given a boat bow at the front, called a Jebus, and with a tug pushing at the rear, they made their way to Goole. At the coal hoist each tub was raised in a lift and tipped to empty it. The coal was tipped down a chute to fill the holds of a ship moored alongside.

After a tour of the dock, in which we noted the very considerable activity of the modern port and the number of ships being dealt with, we landed to visit the hoist and inspect it at close quarters. Both here and at the Sobriety Project, we were able to inspect a Jebus and a Tom Pudding. At the Project they also have a tug on display. Coal was brought to Goole by railway too, and inside the dock estate we viewed the only surviving railway coal tippler, which has been out of use for many years. Containers, steel and chemicals are what the port handles now.

Goole is unusual in that a public footpath runs through the complex and across the Ocean Lock gates. Catching the tide just right, we were treated to a grandstand view of a number of ships bound for European destinations leaving for their trip down the Humber. The largest of these was the Freg, a container ship some eight stories high and with inches to spare as it manoeuvred to the lock. Two pilots, waiting to take ships down river, were happy to talk to us of the problems large ships have in windy conditions in such a restricted waterway, and of the careful timing needed.

The town and the dock lie cheek by jowl. Few early buildings survive on the dock estate but there are several dock related immediately outside. We finished the day by recording what is believed to be the last surviving Lindsey County Council cast road sign at Eastoft, almost on the county boundary, for the Signpost Survey of Lincolnshire. Finally I must thank Andrew Crabtree for organising such an enjoyable day out. We would like more people to come on our trips — you will be assured of a warm welcome, good company and something interesting to see.

Recently restored coal hoist for Tom Puddings – Goole Docks
39.1 WILLIAM MARWOOD (Lincoln P&P 38, p11). Two of the interesting letters written by William Marwood the Horncastle executioner in the last issue can be expanded. That directed to his wife Ellen, but unfortunately undated, from eldest would be shortly after his hanging there of the murderer John Russell on 9 April 1875. His reference to ‘nero’ (sic) was of course his dog. The other letter, dated 22 November 1882 from the Sheriff of Galway relates to Marwood’s execution there of three men on 15 December following. He returned to Galway a month later to execute two more. All of the above had murdered all the inmates of a family home. During his career Marwood carried out 26 executions in Ireland. The preamble to his letters states that between 1872 and his death in 1883 he performed between 350 and 400 hangings. This is a gross exaggeration. Volume One of Steve Fielding’s definitive The Hangman’s Record (1994) shows that his actual total was 167 men and nine women. A.A. Garner

39.2 AN APPEAL FOR LOCAL HISTORIES
More and more books are being published each year. This is despite the Internet, which was heralded as being the end of the printed word. Local history is a good example. More and more books and journals are coming off the presses, reflecting an increasing interest in the history of communities and local life up and down the country. Apart from the copyright libraries, who by no means have everything that is published in the field, no national body is collecting this material. Many of these publications, which are of real interest to historians, amateur or academic, could be lost to future generations of researchers. The library of the Society of Genealogists (SoG) is already a major resource for local historians, with books and pamphlets about many towns and villages in the United Kingdom, and indeed, abroad.

The SoG is keen to build up its holdings and would welcome donations of local histories and history journals, whether they come from local history societies, Church or WI groups, local authorities, or even private individuals. It is these more ephemeral publications that the SoG wants to collect. As a start we are asking people to seek out local publications and send them to the Librarian, Sue Gibbons. They can be on any aspect of local history. The SoG is not just looking for traditional local histories of parish or place, but accounts of friendly societies, breweries and railways would also be very welcome. Anything, really, that will throw light on the development of a particular place or area. We are also interested in non-British local history, for it often provides important information on the world British emigrants went to settle. Your readers could help the project along by donating material or suggesting publications the SoG should buy or journals to which it should subscribe. If you have material to donate, or would like further information, please contact the Librarian, Sue Gibbons, at the Society of Genealogists, 14 Charterhouse Buildings, Goswell Road, London EC1M 7BA. Tel: 0207 250 0291. E-mail: library@sog.org.uk.

39.3 MONDAY IS MARKET DAY [Monday is market day. Heritage Trust of Lincolnshire, 1997]. (Reviewed in Lincoln P&P No 37). Some notes from a reader. Michael Turndale writes:
Volumes of memories such as this are always interesting — as Sellar and Yeatman say in their Compulsory Preface to 1066 And All That, ‘History is not what you thought. It is what you can remember.’ It is a pity though, that the photographs illustrating the publication, were not researched in depth before the captions were written. As a result, some of the annotations are not as accurate as they ought to be. Below I point out some of the discrepancies — and other readers may be able to shed further light on dates.
Front cover — this may well be the 1920s as attributed. At some point, above Hunter’s Tea Stores, appeared large letters saying ‘Edw Hardy Dental Surgeon’ and above them ‘Established 1906’. It may be therefore that the photo is earlier than the 1920s. (See photo on page 44, which shows the lettering).
Page 6 Cattle Market — a similar looking picture in Ken Worsencroft’s Bygone Staceford (1978) was posted in 1906. The attributed date of c1930 may therefore be far too late.
Page 7 Lincoln Co-op — the building shown was replaced by the block now housing the Job Centre —built I would say about 1930! I would place the picture not in the 1950s but before 1930.
Page 13 - I have seen this photo of the Fire Brigade before, with a date of about 1920 attributed.

Page 16 - this picture is definitely before 1933, when the new Post Office opened (see page 18).

Page 23 - the warehouse dates from c1920. On the left can be seen the ‘Green’ of Lee & Green’s mineral water factory (now Berkeley Court).

Page 27 - Turner supplied the Hoplands camp, but not from the building pictured. The photo shows a building in the 19th century, which had been replaced by the premises that are now Handy Mate etc before about 1900. (See also page 36, where the photo shows Turner’s 20th century premises.)

Page 33 - this may well be 1947; but the pump and clothing may indicate a later date? The river ran across Southgate ?1962, an appalling winter.

Page 36 - this is not the 1920s! The photo shows, on the right, the Hope and Anchor pub, the site of which is now occupied by Greenwoods. It was demolished before the construction of Handley Street in 1907. (Turner’s building can be seen in the background of the middle of the photo).

A report on the Terence Leach Memorial Lecture 1999

A n impressive and distinguished audience gathered in Louth to honour the memory of Terence Leach and enjoy a fine speech from John Harris. His subject ‘The recollections of a country house snooper’ immediately appealed to his audience, especially as these recollections focused largely on the houses of Lincolnshire.

John Harris began by tracing his almost comically casual introduction to Lincolnshire on one of his ‘circuits’, first by bicycle and later by Lambretta, in the years after his demob in 1948. His fascinating career, largely at the Royal Institute of British Architects, brought him into contact with Sir Nikolaus Pevsner with whom he was to cooperate in compiling The Buildings of Lincolnshire, published first in 1964. His brief was to study the country houses of Lincolnshire and this enabled him to follow his passion for tracking down and recording the growing list of disappearing buildings. He showed a series of marvellous black and white photographs, tracing the sad demise of so many beautiful homes, a labour that Terence Leach had also started on and led to his three volumes of The Lost Houses of Lincolnshire.

John Harris described in terms comic and tragic the chance and sometimes dangerous entrances he gained into buildings often in a ruinous state. Terence Leach would have loved this generous, genial and often informed talk and revelled in the anecdotes. Many of these will be found in John Harris’s book, which he good-naturedly signed ‘The Snooper’ for buyers after his talk.

An Australian viewpoint

On the SLHA Groups Sunday Special from Patricia and Peter Fitzgerald, Maribyrnong.

Peter and I hadn’t visited Lincoln for some 22 years, or England for 15 years, so the longing for ruins, relics and remnants of the past, was intense. There were great whoops of delight on first spotting the immense cathedral dominating the surroundings, then the lovely worn, warm stone buildings everywhere, gables, turrets, slit windows, steps and alleys, the old uncomfortable cobbles, welcoming tea-rooms and beckoning bookshops! We were overwhelmed, couldn’t believe our luck. We tottered down Steep Hill, meeting some of the Spalding contingent on the way, to Jews’ Court. Maureen’s morning tea was much appreciated in the gorgeous courtyard setting. We tried to imagine how the many Jewish people who had stepped there thought and felt in their difficult times. Neville’s guided tour round the top of the hill was enlightening, and we loved the feel of the old hospital and gardens. The café and kite shop were also excellent. It was lovely to go up to the top room [at Jews’ Court] and sit by the open window on such a hot, Australian type day! The speakers were well versed in their subjects and spoke with enthusiasm and wit. It was nice to hear local knowledge, titbits and stories in the days following. One trail leads to another and you never get the subject finished, do you? The bookshop held temptations one couldn’t refuse. Thank you for a most memorable day.
Sir Neil Cossons at Alstom — On 10 February Sir Neil lectured at the University of Lincolnshire and Humberside. He was also taken on a conducted tour of ABB Alstom Power Ltd. The picture shows (from left to right) Catherine Wilson (SLHA), Paul Kenton (Alstom), John Williams (Lincoln Engineering Society), Chris Lester (SLHA), Stewart Squires (SLHA), Sir Neil Cossons, Gemma Caines (‘Made in Lincoln’) Brian Barber (Alstom), Allen Brydges (Alstom). Photograph courtesy of ABB Alstom Power Ltd.

Launch of 'Made in Lincoln'

The Mayor at the SLHA stall — Launch of ‘Made in Lincoln’ at the Waterside shopping centre on 12 February. In the picture (from left to right) are: Councillor Lorraine Woolley (Mayor of Lincoln), Malcolm Withers (The Mayor’s Consort), Stewart Squires (SLHA), Pearl Wheatley (SLHA). Photograph: Chris Lester.
Maundy Money comes to Lincoln

Geoffrey Humphrys

The Maundy Thursday enactment of Britain's oldest Easter custom, the distribution of the Royal Maundy money by the Queen, will take place in Lincoln Cathedral on 20 April this year.

Continual records of the ancient charity exist from the reign of Edward I. Since the early 15th century, annual recipients have been as many elderly women and elderly men as the Sovereign is years of age. So there will be 74 Lincolnshire women and men receiving Maundy purses this year.

At one time the Maundy money was distributed wherever the Sovereign happened to be in residence at Easter time. Then during the 18th and 19th centuries, it occurred every year at the Chapel Royal in Whitehall, London. In 1891, this building was handed over to the Royal United Services Institution, then Westminster Abbey became the venue and remained so for the next 50 years. Yet when King George V restored the custom and made the distribution himself in 1932, a reigning Sovereign had not attended the service for over 200 years. Since then King Edward VIII in 1936, King George VI and Queen Elizabeth II have regularly maintained the Sovereign presence and active participation.

In 1953, the present Queen's coronation year, the Maundy money distribution took place at St Paul's Cathedral. This followed the tradition of it being held there in the coronation years of her grandfather, George V, in 1911, and her father, George VI, in 1937. After being enacted at St. Albans in 1957, for the first time outside London, a pattern of it occurring on alternate years at Westminster and a provincial location was adopted. On Maundy Thursday 1986-90 the Maundy service took place at Chichester, Ely, Lichfield, Birmingham and Newcastle upon Tyne cathedrals respectively. It returned to Westminster in 1991, then between 1992 and 1995 it went to Chester, Wells, Truro, Coventry, Norwich, Bradford, Portsmouth and Bristol.

The actual service is preceded by a colourful procession led by the Queen and the Lord High Almoner in his ceremonial robes, followed by Almonry officials, Yeomen of the Guard, children and local clergy. Since the days of the plague it has been customary for all the officials and children to each carry a posy of herbs and spring flowers. As the first hymn is sung the members of the glittering assembly move to their allocated places.

Through illness and infirmity, all chosen to receive the Maundy gifts are not always able to attend. This is not surprising, for most recipients are usually about eighty years of age. In fact, it was not until 1961 at Rochester, that all the selected aged and needy people were able to make a 100 per cent attendance.

The word 'Maundy' is derived from the Latin word mandatum meaning 'commandment'. This led to the naming of the day, as well as the service, the opening words of which, from St John's Gospel, are: "A new commandment I have given unto you, that ye love one another, as I have loved you ...".

Originally the example of Christ washing his disciples' feet at the Last Supper was followed by the Sovereign washing the Maundy recipients' feet. This was discontinued after the reign of James II, but the Lord High Almoner and his assistants are still girded with towels in remembrance of the foot-washing ritual. Formerly clothing and provisions were also distributed, but these have now been commuted into money of ordinary currency. Two distributions of different soft leather purses are made from a special dish, which is part of the royal regalia.

The first distribution is of green and white purses with short strings. They contain the money in lieu of the clothing formerly given. The women receive the green purses and the men the white ones. The second distribution is in red and white purses with long strings. The red ones contain the money in lieu of provisions, and the white ones contain the actual specially minted standard, silver Maundy coins.

The Maundy money as we know it today started with undated, hammered coins attributed to the reign of Charles II. The first dated coins appeared in 1668. In the early years there were four Maundy coins - one groat, one threepenny, one half groat and a onepenny, which in 1971 changed to decimal currency of one 4p, one 3p, one 2p and one 1p. The use of silver in English coinage has been continuous since the 7th century. This is now maintained by only the Maundy coins continuing to be made of silver.

As current coin of the realm, they are legal tender and could be spent at their face value. Needless to say they never are, for there is always a demand for them by coin collectors who would offer far more than their face value for a set, or even for one coin.

Most recipients treasure their coins for the rest of their lives, as no doubt will the Lincoln recipients this year. It is then a case of families caring for them, so they are very rarely sold except under exceptional hardship circumstances.
Books recently published


Of the 45 World War 2 airfields dotted around Lincolnshire in April 1945 twenty were controlled by Bomber Command and could send some 700 Lancasters to Nazi Germany. Only a year later most of them, particularly those built to wartime standards, were empty and, as the author records: "the impression gained by many local people is that the station just seemed to be abandoned and they were surprised by what had been left behind". Probably because of their brief existence there have been few in-depth accounts of wartime Lincolnshire airfields but this history helps to fill the gap – the author is as baffled as most RAF historians by the RAF's choice of names for its airfields; Metheringham village is about two miles away from the airfield itself while Martin is next door (perhaps too easily confused with Marham, another airfield?).

As one would expect the body of the book covers the 93 operations carried out by Metheringham's resident 106 Squadron, between November 1943 and April 1945. During this period 58 Lancasters were lost and, for 337 aircrew, the airfield was their last contact with the ground alive. Several eye-witness accounts by former aircrew bring the 'ops' to life and they and former ground crew recount stories of life on and around the station, assisted by many photographs and a map.

Of particular interest to local historians are the beginning and end of the book. Richard Bailey uses local memories to describe the requisition and demolition of houses and farms, the uprooting of woodlands and the clearance of the site by an army of mainly Irish workers. When the RAF left in 1946 the huts were very quickly taken over and renovated by East Kesteven DC to provide temporary housing (until 1958) at seven shillings and sixpence a week. Only in 1956 did the Air Ministry officially relinquish the site. This book will be a very useful companion to those driving past the several remaining buildings on the B1189 and those going to the excellent Metheringham Airfield Visitor Centre, housed in one of the old command sites.

Terry Hancock, Cherry Willingham


This little book records the four pop festivals held in the county from 1966 (Sincil Bank) through Spalding (1967) and two at Bardney (1971 and 1972). Well illustrated with photographs, covers of programmes and advertisements it will be a vivid reminder of their young lives to many people of 50 or more. Where have all the flowers gone?


This series has always tried to put before its public old picture postcards not commonly seen and/or of some rarity. Seven of the previous booklets in the series have concentrated on genres - post offices, farming, railway stations etc. Now the author has reverted to the format of the first book (Woodhall Spa) and delved into his collection to illustrate aspects of Horncastle life in the early 1900s. There are many street scenes and very evocative they are, with useful captions. Those spread over two pages are particularly appealing. Seven pictures of special interest were taken in the town when it suffered its share (though without the loss of life) of the flood that struck Louth in 1920. While the presentation is a little 'four square' the interest of these postcards cannot be gainsaid; they are well reproduced on good paper and a bargain.

EDLINGTON, Susan and EDLINGTON, Sara. Marshall's of Gainsborough: from a local point of view. Vol 1: The Trent Works and Britannia Bands. The authors, 29 Bar Road South,
Beckingham, Doncaster, DN10 4QB. 1999. [c 100pp]. ISBN 0 9534934 1 5. £10 pbk.

This book moves seamlessly from a history of the Britannia Band, to the Technical School, through to the history of the Trent Works on Ropery Road, where the Field Marshall tractor was built. It also includes a brief note on the transition of the Trent Works into the local depot of the Trent Navigation Company. It includes a mixture of photographs, plans and newspaper cuttings together with many personal reminiscences of people involved.

It has no introduction, contents page, index, bibliography or page numbers. There is no context. The title indicates that it is the first volume of a series but no information is given of what other titles will cover, or their number. Reading it is, therefore, very confusing and it is extremely difficult to use for reference. I am sure it will appeal to those who were themselves, or families were involved with the various activities within the pages. What it is not is a book for academic reference and at £10 it is seriously overpriced.

Stewart Squires, Lincoln


The title-story in Bull run is based on the author’s researches relating to the history of Browne’s Hospital in Stamford: she uses them to recreate imaginatively what happened one year. It’s all very graphic. In the preface she gives a potted history of this historic practice. The other short stories are mostly of relationships, often broken, and reveal technical ability and sensitive insights.


This book contains 384 photographs from the archive of the local paper, the Scunthorpe Evening Telegraph. The cover describes the area of northern Lincolnshire as a region that has changed more than most, as the growth of the iron and steel industry impacted on Scunthorpe and its hinterland. It does not claim to be a definitive history, but a ‘breeze through some scenes of the century’. Organised by subject rather than chronologically or geographically, it contains some predictable headings (shops, railways, village views), but also some less obvious topics including fires, disasters, storms, floods, firms, factories and medical matters. The book is also particularly strong on group photographs – sports teams, clubs and agricultural shows. Photographs that do not neatly fit into any of the usual headings are accommodated in the catch-all chapters entitled ‘People and Places’ and ‘Out and About’. The industrial heritage of the region – the Humber Ferry, Keadby Bridge and shipping activity on the Trent – is well represented and the chapters dealing with wartime and royal visits will have a broad appeal. There are no obvious areas of neglect in terms of content.

Of these 384 photographs, roughly half are from the period 1900-1950 and half from 1950 to the present day. The book’s subtitle ‘a century of life’ is therefore justified. The shift to focusing on more modern images is to be welcomed as there has been such a glut of books containing late nineteenth/early twentieth century pictures, that it must surely be increasingly difficult to find older photographs that have not been seen already by a wide audience.

In terms of geographical coverage, photographs of Scunthorpe predominate, as one would expect, as it is the area’s largest town and industrial base, but Brigg is well represented too, and Barton and Ashby to a lesser degree. There are some surprising omissions – nothing at all on Burton upon Stather or Winteringham and little for Scotter or Messingham. On the other hand, some small villages that are often overlooked do feature here, for example Althorpe, Garthorpe, Fockerby and Bonby. The book is interspersed with double page articles of personal memories from well known local characters, on particular themes, including ‘Life with the Salvation Army’ (Bramwell Millet), ‘Recollections of Barton’ (Ted Appleyard), ‘We Played Football with a Future England Manager’ (Norman Reeder) and ‘Cashing in those Clothing Coupons’ (Cecil Brumpton). These brief reminiscences add an emotional perspective to the documentary images.

Its real value is in its quirky serendipity. Because the photos are drawn from the newspaper archive, there is a feeling that almost anything could turn up on the next page. One could argue that it depicts social change, but most readers
will simply wallow in the nostalgia trip and I certainly enjoyed rediscovering Green Shield stamps, Tony and the Cadillacs and the Old Show Ground. Clearly, the Scunthorpe Evening Telegraph has enough material to publish follow-up volumes ad infinitum. Produced in an A4 portrait format, the bold photographs are reproduced to a high standard, with short captions. It compares favourably with other, similar titles, and at only £12.99 it is excellent value.

Janet Stopper, Scunthorpe.


This collection is the third and last so the author tells us. The title says it all really. There’s something here for everyone; amusing anecdotes, little pieces of local history (often nicely illustrated by drawings or photographs) and items of folklore, legend etc. Although a separate section is headed Lincolnshire humour there are plenty of other examples scattered through the booklet — often found in graveyards and of a ‘gallows’ type. I only found one piece set in the south of the county (and no precise name is given) but the rest of Lincolnshire is well represented. Pocketable, attractively put together and light on the wallet — what more can one ask?


Eight sections cover ghosts and legends in the county; starting with haunted pubs (two in Lincoln and the Vine Hotel in Skegness). We have sightings of the Black Dog, the Leopard of Lindsey, the Ghostly Grocer and other tales of things going ‘bump in the night’. A section on Crime and Punishment discusses the gibbets formerly on Burton Road, Lincoln and in Saxilby, and murder at North Hykeham. An entertaining (if that’s the right word) collection of anecdotes of interest to students of folklore; it includes a poem in dialect from Mrs Ethel Rudkin.


A brief description of how to journey around the edges of The Wash by car, starting from Skegness and ending at Hunstanton. Road numbers and what to see are given.


Since the 1970s Grimsby and, to a lesser extent, Cleethorpes have been well served by published compilations of old photographs. The first such publication, Grimsby As It Was, in the well-known series by the Hendon Publishing Company, set a high standard of research and production and subsequent publishers have had their work cut out to match this standard. All these compilations made extensive use of the major photographic collections at the Grimsby Central Library and the town’s Welholme Galleries. With the publication of these two new volumes, the Grimsby Evening Telegraph has taken the further step of concentrating on the use of pictures from its archive of photographs taken by its own photographers. Thus it has drawn attention to a further photographic source in the study of the history of the two towns. There is some slight duplication of pictures that are already included in the earlier compilations but most of them are newly published, except for their prior appearance in the pages of the newspaper.

The paper recently celebrated its centenary and has selected photographs ‘from a century of images’ to present books covering about one hundred years in the history of each town. However, most of the illustrations in each volume are from recent decades. More than three quarters of the Cleethorpes photographs and two thirds of the Grimsby ones are post-1950. Accordingly, the main value of the volumes will be in the study of the second half of the twentieth century. This is no bad thing because the earlier periods have been well covered in the earlier compilations.

The pictures are arranged pragmatically on a thematic basis and some examples will illustrate the approach. For example, the Grimsby volume has sections on ‘Fishing Memories’, ‘Down on the Docks’ and ‘Some Famous Faces’, whilst that on Cleethorpes includes sections on ‘A Walk Along the Prom’, ‘Carnival
The Super Follies troupe in 1936 – from *Memory Lane, Cleethorpes* – [Gimsby] Evening Telegraph archives reviewed on page 21

Grimsby Station in September, 1961 – from *Memory Lane, Grimsby* – [Grimsby] Evening Telegraph archives reviewed on page 21
Time' and 'This Sporting Life'. The prime content of the books is the photographs so, as one would expect, the text is minimal. However, one might have wished for more explanation in some of the picture captions.

Probably most of the current readership have sufficient local knowledge so as not to need overmuch explanation, but future decades of readers may wish that more description had been given. But this is a minor quibble and has to be put in the context that the books are obviously designed to have a popular current appeal. This has been achieved. The volumes look good and are well produced in hard covers. The A4 page size enables the photographs to be reproduced in an acceptable and useful size with a generous four hundred or more pictures in each volume.

Alan Dowling, Cleethorpes.


This little book is aimed at schools as part of the County Council's Literacy Programme. After setting out the geography of the county, sections couple various buildings to their historical period. So we have Lincoln Castle, the Cathedral, Gainsborough Old Hall, Tattershall and Bolingbroke Castles to provide examples of developments up to the fifteenth century. This is followed by pages dealing with agriculture, fishing industry, windmills and the county's part in the last war, etc. The type is sufficiently large and the layout and illustrations are excellent. It should appeal to all in the classroom and to children and parents at home.


Have you ever shoehorned a baby rat into a boiler fire, or sat crying that you don't want to go to work anymore? It is details like this which make personal life story books like this worth reading. 'Vic', an ordinary young lad, footloose and free, has a job as an errand boy to a butcher. But on one fateful afternoon stroll down the north wall, an offer of a trip, a surge of youthful bravado and he's sailing out of Grimsby, bound for a fishing trip in the North Sea. What follows is a horrendous baptism in salt water and fish guts.

'Vic' knows nothing of the work he should be doing so is doubly unpopular with the crew. His arrival meant the trip was on, but his presence does little to ease the workload on his crew mates. On returning home he is sacked, but despite the sea sickness, the cold, hands raw and swollen, he goes back for more. Was it the money? 'Vic' thinks not, as he feels he was poorly paid. Was it this sudden introduction to a man's world of daily danger, drink and deep comradely made by men bound together for weeks on end? This question is not answered, indeed the author does not seem to know; as he says himself, 'That was the beginning of my sea career - a wasted life?' What can be said is that this life is very much from another age and stands as an interesting testament to a world on the point of going beyond recall.

Recently published books, which we hope to review later


NOBLE, James. Around the coast with Buffalo
Michael Gandy of 3 Church Crescent, Whetstone, London N20 0JR has sent in a copy of Bernard W. Kelly’s *Historical Notes on English Catholic Missions*. This work was originally published in 1907; it has been reprinted from the original sheets with the introductory essay omitted but with the addition of an index, county by county. A useful work of some 450 pages it gives details of the parishes and (in many cases) the church buildings and lists of the priests, arranged alphabetically by place. It is available from the editor (for £13.80 including p&p), who can also provide other publications of interest to students of Catholic biography.

The History of Lincolnshire Committee has decided to reduce the price of Ben Whitwell’s volume on *Roman Lincolnshire* to £7.95. If you haven’t got your copy yet order it now from the Jews’ Court Bookshop while stocks last.