The story of Tamar Theaker  Shell Corner  Sleaford Picturedrome
Dunston Pillar  Shuttleworth family of Lincoln and Old Warden
Illustrations  Index  Whittons Mill, Gainsborough

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The deadline for contributions to the next Bulletin and the Autumn issue of Lincolnshire Past & Present is 12 August 2003. Material should be sent to the Joint Editors at Jews' Court, Lincoln LN2 1LS. It will help the editors if the articles are typed, double spaced, and with a good margin. They may be sent on disk, or as an email attachment to lindumcolonia@hotmail.com if hard copy is sent to Jews' Court.

Cover picture: Dunston Pillar, from Armstrong's map, 1778. The map cartouche can be seen on the left!
Editorial

2003 is a year of anniversaries. On 17 June a national service of celebration was held in Lincoln Cathedral for the 300th anniversary of the birth of John Wesley, the founder of Methodism. A major exhibition of Wesley's life and writings is being held at Epworth Old Rectory until the end of October.

May, 2003, marked the 60th anniversary of the attack by 19 Lancaster bombers of RAF Scampton's 617 Squadron on the Ruhr dams in 1943. The Dambusters' raid, codenamed Operation Chastise, was one of the best known of the RAF's exploits of the Second World War, and recorded in the Bomber Command Record Book as 'a major victory in the Battle of the Ruhr and one of the outstanding achievements of the war.'

In December we will be able to look back on 100 years of powered flight, since the Wright brothers made the first controlled powered flight in a heavier than air craft in North Carolina, USA in 1903. The centenary was a theme taken up by this year's Waddington International Air Show on 28 and 29 June. Brilliant weather and some very impressive displays by some of the world's most advanced aircraft made it a great success, with over 125,000 people attending over the two days. 'Lincolnshire's own' Lancaster, Spitfire and Hurricane of the Battle of Britain Memorial Flight and the Scampton based Red Arrows played a prominent part in the show, highlighting the important role played by the county in aviation history.

It is 10 years since the last Vulcan Bomber left Waddington in March 1993. Enthusiasts are working on getting the only Vulcan left in a good enough condition to fly, XH558, back into the air. They need to raise £500,000 by November in order to be considered for Heritage Lottery funding of £3 million.

Agriculture being still very important in the county, it was pleasing to see a return to normality after foot and mouth with the success on 17, 18 and 19 June of the 119th Lincolnshire Show. In Lincolnshire Past & Present No 52 we have the story of a farmer, Tamar Theaker, who underwent a major operation in the early 19th century—possibly without anaesthetic—a very brave woman indeed. There is also the story of cinema in Sleaford and an account of Lincoln's Shuttleworth industrialist family, and more besides, including all the latest books to tempt you. I hope you enjoy it.

Ros Beevers, Joint Editor
It is notorious that Mrs Theaker has lately undergone a severe surgical operation (I am informed she has had a breast cut off) which most necessarily at her great age materially tend to shorten her life.

The above paragraph leapt out at me from a letter written to a land agent in June 1847. The thought of any woman undergoing a mastectomy in 1847, with the level of medical knowledge prevailing at the time, is quite horrifying. At the age of 74 Mrs Theaker was already an elderly lady at the time of her ordeal and I could not wait to find out if she survived. The following is the story of

Tamar Theaker

Tamar Theaker was the youngest daughter of Thomas and Ann Thaker (or Theaker) and was baptised on 13 September 1773 at Epworth in Lincolnshire. At some point in her early adult life she left Epworth to make her home with her Garratt relations in Coleby, seven miles south of Lincoln. The will of her cousin, Joseph Garratt, proved in 1834, and census records for Coleby reveal more.

Joseph Garratt, a bachelor, was a farmer and grazier with a farmstead in Blind Lane, Coleby. He died in the village in November 1833 aged 77 and his long and complicated will made several bequests to ‘my Dear Beloved Cousin Tamar Thaker for her kind and affectionate and faithful services towards myself and My Dear Departed Father and Mother and Brother...’ The bequests were quite considerable, including eight fields in the parish of Coleby, to be held by Tamar for her lifetime before reverting to another member of the Garratt family.

Joseph also left his personal property ‘Of what kind or nature whatsoever and wheresoever... to my Dear Cousin Tamar Thaker that is now living with me all my Household furniture plate linen china glass and earthenware Beds and Beding and every other article Belonging to the House with all my Books...’ Tamar was also to inherit his riding mares and horses, to dispose of them as she thought proper.

This was a substantial inheritance and the will reveals that Tamar had been a member of the Garratt household for many years. Joseph’s parents died in 1796 and 1797 and his brother in 1801, by which time Tamar was in her twenties and she continued to keep house for her cousin until his death nearly 30 years later. There are no clues as to why she left Epworth for Coleby. Did no suitor come along to claim her? Was she unattractive? She had brothers and sisters—why had she chosen not to make her home with one of them?

Whatever the true facts it is clear that over the years she became well loved by the Garratt family, particularly Joseph, and this is demonstrated in the precise instructions he left about his burial in Coleby churchyard. He wished to be buried at the chancel end of the church, next to his parents’ graves and he instructed that his grave should be bricked at the bottom and side and that his coffin should be set on an oak plank or slab.

What is most surprising is that he also instructed that the grave be made wide enough to contain two coffins and that ‘My Dear Cousin Tamar Thaker at the time of her death be laid on the south side of me...’ This was surely an unusual request—a bachelor farmer and his spinster cousin to be buried together—and it does throw a question mark over their relationship.

It seems that Joseph Garratt’s wishes were carried out as, although Tamar Theaker’s burial is recorded in the Coleby burial register, there is no memorial stone to her anywhere in the churchyard. Of course, it is possible that it has been lost or destroyed in the ensuing years but Joseph Garratt’s memorial has survived, as have those to his parents and brother. They all stand at the chancel end of the church at Coleby and, although now propped against the church wall, still sited very much as described in Joseph’s will.

After Joseph died, undaunted by her single status, Tamar remained in Coleby and farmed in her own right. On census night in 1841 she was living in Church Lane, aged 68, at the head of a household of twelve people. These included her niece by marriage, Louisa Maw, with five other members of the Maw family and Elizabeth Pull and Mary Isle, both of whom had
family links to Tamar. Two agricultural labourers living under the same roof demonstrate that it was a working farmer’s household.

So, at some time there had been a move to Church Lane in Coleby but it has not been possible to find out when this took place. Joseph Garratt left all his household goods to Tamar but there appears to be no specific mention in his will of his own dwelling house and it is not certain where they were living in 1833 when he died. It is known that in 1828, after very lengthy negotiations, Joseph had sold the Garratt farmhouse in Blind Lane for £800 to Sir Charles Tempest, the principal landholder in the parish. It is also known that, around the same time, he had a new farmhouse built on Coleby Heath, to the east of the village.

What is not clear is whether he and Tamar remained in the Blind Lane farmhouse as tenants, or whether they moved into the new house. Another possibility is that they lived in one of the other properties that Joseph rented in Coleby. In his will Joseph directed that the farmhouse on Coleby Heath should be leased rent-free for 11 years to Samuel Auckland who was already farming the land around it. Samuel was the illegitimate son of Joseph’s deceased brother, Samuel Thomas Garratt. Presumably whenever they lived in the latter years of Joseph Garratt’s life, Tamar purchased the property in Church Lane after his death.

Tamar maintained her connection with Epworth throughout her life and when she was ready to make her own will in 1856 she consulted Epworth solicitors, Capes and Merris. The will they prepared establishes that she was the owner of her Church Lane dwelling, which now forms part of The Bell Inn, plus three other houses nearby. They were bequeathed to relatives in the Maw and Pullan families but, sadly, a codicil was soon added when two little Pullan children, Tamar (2) and Glazier (11) died during an outbreak of diphtheria in Coleby in 1857.

And so, to the letter that started this story. It was written to the Lincolnshire land agent of Sir Charles Tempest, of Broughton Hall in Yorkshire, by a cousin of Joseph Garratt, discussing the chances of Tamar Theaker’s survival after surgery. This relative was to inherit the Coleby fields held by Tamar for her lifetime and was obviously keen to capitalise on his inheritance as soon as possible, already negotiating to sell the Tempest estate in anticipation of Tamar’s imminent death.

The disease that necessitated Tamar’s surgery is not known although the obvious suspect would be cancer. She must have been a stout hearted lady even to contemplate such a course of action as in those days a patient had to face not only the hideous ordeal of an operation without an adequate anaesthetic but also the distinct possibility of dying from infection after surgery. Perhaps she turned to a distant family connection, Richard Pullan, a surgeon in her home village of Epworth, either to perform the operation or direct her to a ‘specialist’.

Although medical knowledge was advancing quite considerably, blood letting by leeches was still commonplace in the 1830s and it was not until much later in the century that the importance of hygiene was understood and antisepsics discovered. Many agents, including opium, cannabis, alcohol and nitrous oxide, were tried in the search for an anaesthetic to alleviate the excruciating pain endured by patients during surgical operations and by 1846 experiments with ether were beginning to prove successful. The first major surgical operation carried out in Britain, in public, with the patient entirely under the influence of a general anaesthetic (ether) took place at the Hospital of University College in London in December 1846. It appears that the operation to remove Tamar Theaker’s breast was performed only a few months later, in the early part of 1847. Regrettably it appears extremely unlikely that within this short time all surgeons of national renown were using a general anaesthetic during operations, let alone country surgeons such as Richard Pullan in Epworth. At best it might be presumed that nitrous oxide (laughing gas) was administered to Tamar. It is to be hoped this was the case.

So, did Tamar Theaker, an old lady of 74, survive surgery? It is very satisfying to find that, against all the odds, she not only survived but appears to have made a good recovery and so, presumably, the heir to her Coleby land had to wait for his money. She lived for a further 12 years, dying at Coleby in May 1859 aged 86 from ‘Debility of old age’. She was clearly a very brave and very tough old lady.

Acknowledgement
I am very grateful to Mr and Mrs E. Pullan for their help in unravelling the relationship between the Theaker, Pullan, Glazier and Isle families.

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Shell Corner at Blyborough

Until recently the timetable of Lincolnshire RoadCar route 353 recorded a stop at Shell Corner, Blyborough, but why was the spot given that name? At this T-junction are a bus shelter and sewage pumping station. Only a few time-served locals remember the shell that stood there.

The answer takes us back to the final year of the First World War, when the government was continuing to raise revenue to finance the war effort. By the late summer/early autumn of 1918 the belief was that guns would only win the war at the fronts. The National War Savings Committee Director put forward an idea, inspired by the use of tanks in earlier fund-raising initiatives, for a new campaign — ‘Feed the Guns with War Bonds and Help Win the War’. This campaign to raise money through the sale of war bonds was to start the first week in October and run for eight months, a determined effort to raise financial support for the war and a determined attack on thoughtless spending.

The ‘Feed the Guns’ campaign was launched in London from Trafalgar Square, which was transformed into a ‘mined battlefield’. A trench was created for the public to walk through to purchase their Bonds or Certificates. After that, they could have their purchase stamped in the breach of a gun. Later that month the campaign was to move on from London to the major cities of Birmingham, Sheffield and Newcastle. Then the campaign was to be taken to the larger towns. These towns were to be visited by heavy Howitzer guns to promote the campaign. The gun was to stay at each town for a week, and could be taken around the neighbouring villages if the town had the resources to do so.

From the first week in October the Lincolnshire Echo ran regular advertisements promoting the ‘Feed the Guns’ campaign. It was a plea to every patriotic man and woman to pledge support and gave details of how and where to buy the Bonds. Other advertisements listed the value of the Bond in terms of what armaments it could buy. For example a £5 Bond would have paid for 62 lb of TNT explosive, whereas a £5000 Bond could buy four 18-pounder field guns (gun carriages and limbers complete).

Local War Savings Committees, which were associated with schools, churches, Sunday Schools, Women’s and Girls’ associations, and local firms, had been notified of the campaign in mid-September. Judging by the newspaper reports, the enthusiasm for the campaign had quickly caught on. Lincoln and Horncastle made arrangements for a gun to be brought. Lincoln was to expect theirs to arrive in March or April 1919. Horncastle was slightly in advance of them with a date of Tuesday 28 November 1918 for the gun to be unveiled in the Market Place.

As an incentive, each city or town was offered a souvenir in the form of a gun or shell. The city that raised the highest amount would receive the tank ‘Egbert’ that had been used around the country in the ‘Tanks Week’ campaign. The four runners-up received, in second place, a 9.2-inch Howitzer, followed by an 8-inch Howitzer, an 80-pounder, and finally a 6-inch Howitzer. The towns were awarded a 15-inch shell for every £5 per head or more, a 12-inch shell for every £4 per head or more, or a 9.2-inch shell for every £3 per head or more raised.

As far as I can determine, neither Lincoln nor Horncastle held their ‘Guns Week’ as armistice was signed on 11 November 1918. A 15-inch shell stands in Horncastle, awarded to Mr R. Hay-Bell for his efforts in collecting funds for the war effort, quite possibly as part of the ‘Feed the Guns’ campaign. Only a handful of villages are known to have received a shell—these are Blyborough Corringham, Keby and Upton.

In August 1920 Major Graham unveiled a 15-inch shell at Blyborough, which was mounted on a stone plinth with iron railings around it and stood in a corner of the park — what is now the north-west corner of the T-junction. In the same week a service was held to commemorate the opening of the war memorial and remember those who had been lost. To receive the shell, the parishioners of Blyborough must have averaged at least £5 per head in War Bonds being purchased. With a population of between 178 and 200, this was somewhere in the region of £890 to £1000. The last memory of the shell at Blyborough is of soldiers digging it up during the Second World War, presumably as part of the drive for scrap metal.
The first films were shown to public audiences in Britain on 21 February 1896. They were a series of short films made by the Lumière brothers shown at the Great Hall of the Polytechnic, Upper Regenti Street in Central London. Soon film showings escalated around the country as films were commissioned and shown by travelling showmen and fairground operators. Next, shops, railway arches and halls were adapted into cinemas. The first was a shop in Fife Road, Kingston upon Thames, opening in July 1896. Brown paper covered the windows, and benches were used for seating.

Sleaford took up the challenge in about 1912 when the Corn Exchange in Eastgate was opened as a cinema. The building seated 600 people, for one shilling per head, were entertained by serials and features every evening apart from Sundays. Thus Sleaford's first cinema was born with William Orbell leasing the building at one pound, two shillings and sixpence a night.

The Corn Exchange in the Market Place had been an important part of Sleaford's social scene ever since it first opened in 1857. However, by the beginning of the First World War, with a decline in the corn and butter markets, the cinema became one of its most important operations. The corn market took place on Mondays so all the seats had to be removed after Saturday evening's performance and replaced at the end of Monday afternoon. Yet, despite this inconvenience, so long as there was no competition, showing films made a steady income for Mr Orbell.

But in 1920 the Corn Exchange Cinema did have a rival—a group of Sleaford businessmen bought some land on Southgate from a local coal merchant in order to build a cinema. Calling themselves the Sleaford Picture Palace Limited they divided a capital of £20,000 into one pound shares. On Saturday 6 November 1920 an advertisement appeared in the local press:

"The Official Opening of the Theatre on Monday evening will be announced by a flourish of trumpets from the Roof Garden at 6 p.m. Patrons will then be admitted to the Theatre and the full BAND of the ROYAL AIR FORCE CADET COLLEGE (CRANWELL), by kind permission of Air Commodore C. A. H. Longcroft, C.M.G., D.S.O., A.F.C., will play the National Anthem, followed by selections under the baton of Bandmaster A. M. Halford. The programme of pictures will include the great NAZIMOVA in 'Eye for Eye'.

A fitting introduction to Sleaford's own tailor-made cinema, which opened, amidst great pomp and splendour, on Monday 8 November 1920, with the grand name of 'The Picturedrome'. Its first showing also included 'Flip a Coin' and 'The Messenger'.

As very few cinemas were built at the beginning of the 1920s, Sleaford took a lead in the spate of post-war cinemas. The Picturedrome was built before Nottingham's Elite, which opened in 1921 and before the Manchester
Piccadilly and Leeds Majestic, both opening in 1922. The growing popularity of radio was the reason given for the lack of enthusiasm for cinema building. But the situation had changed somewhat by 1927 due to some large Hollywood companies building their cinemas in Britain to launch their films. A fear of an American invasion of the market led to the emergence of such British companies as the Gaumont-British Picture Corporation and Associated British Cinemas. Designed by Mr H. A. Thomas, The Picturedrome was built by Pattinson’s of Ruskington, and was well ventilated and heated. Purpose-built, it boasted 900 seats, 150 of these being in the circle. Mr Thomas created a very artistic proscenium (the front part of the stage, curtain and framework) and arranged the stage and orchestra so that there was plenty of space between the orchestra and the first row of seats. The outside front of the building was finished in Art Deco style with a large domed roof and an enormous window. From its opening until January 1921 it was managed by Mr W. Needham and when he left Mr J. Leyland took over. Two years later he was replaced by H. Goodson. Soon a café with a maple wood dance floor, a roof garden and a lift were added under the management of Miss H. Cadman.

Throughout the 1920s, besides showing silent movies, the Picturedrome hosted many orchestral concerts and plays. Even when ‘talkies’ emerged, some patrons still preferred the ‘silents’. The reason for this could have been poor amplification and acoustics. The Picturedrome was the last Lincolnshire cinema to show a silent film, What Price Glory?. After its showing, on 23 July 1931, the cinema was closed in order for sound equipment to be installed. It reopened on 30 July with its first sound film, Dark Red Rose.

During its closure, films were shown at the Exchange Theatre, now owned by the Sleaford Picture Palace Company. This was the second time that cinema had changed hands, for when Mr Orbell’s lease expired in May 1920, he decided not to renew it, and the cinema was taken over by two new tenants who kept it going until the late 1920s. It was towards the end of the Exchange’s life as a cinema, in about 1927, that the owners of the Picturedrome bought out their rival at a knock-down price.

The Corn Exchange Cinema had tried to compete during the early days of the new cinema by putting on special features. When the Picturedrome first opened, the Exchange advertised a forthcoming attraction in the local paper. This took the form of a film showing the exploits of the German Navy. Another advertisement announced that ‘Orchestrated Music’ was to accompany the showing of the film The Lone Star Ranger. In a further effort to compete, special prices for children were introduced.

As the Picturedrome went from strength to strength, local films were an added attraction, and one of the first shown, alongside a ‘stirring drama’ Under Suspicion, was of Sleaford Golf Club. In February 1930, during the period when the two picture houses were showing films side by side, the Exchange Theatre advertised a comedy production, When Blue Hills Laughed. Shown for three nights, this show came ‘Direct from the Criterion Theatre London’.

The 1930s were something of a boom time for the motion picture industry as Britain’s population caught the urge to ‘get away from it all’ and weekly cinema ticket sales were fast approaching the twenty million pounds bracket. Amongst the films shown at the Picturedrome during this boom time were Three Week Ends starring the inimitable Clara Bow, The Care with Charlie Chaplin, A Lady of Chance with Norma Shearer, William Powell in The Canary Murder Case, and Alfred Hitchcock’s Blackmail. The Picturedrome also hosted other events such as further concerts by the Cranwell Royal Air Force College Band and films of sporting events: The Grand National 1930; and films of local interest: The Lincolnshire Handicap 1930.

Meanwhile the Exchange Theatre was showing fewer films and concentrating on other activities. By Saturday, 8 March the Exchange was only showing films once a week with the rest of the days being taken up with sport. Amongst the events was a boxing tournament held on behalf of an RAF charity, and a new skating rink and a midget golf course opened on Monday, 3 November 1930.

It was about this time that the gallant first cinema lost its battle and the Sleaford Picture Palace Company concentrated its film-showing efforts on the Picturedrome. Along with the latest films they engaged well-known actors and actresses, including Eula Grossmith, to appear in person. Having made her name in The Girl Friend, she appeared at the Picturedrome in August 1930 starring in a farce by Allen Hall and Hugh Brooke, Too Much Money. Appearing with her was Franklyn Ives, a member of the Old Vic Theatre who was well-known in London and the provinces.

Further alterations to the building took
place during April 1934 when the balcony was extended to accommodate another 80 patrons and the cinema was redecorated. Further changes took place during the late 1930s; in 1938 the Star Cinema, which ran 150 cinemas and bingo halls chiefly in the Midlands, took over the lease, and in 1939 Mr T. Cottrell became the manager. Mr Cottrell was very popular and stayed in the post until 1956. Affectionately known as Uncle Tom, he instigated a Young Citizens Matinee Club, which attracted 500 members. Uncle Tom was there when Cinemascope came to Sleaford.

Cinemascope, invented in order to win back audiences from television, had its first British demonstration at the Odeon cinema on Tottenham Court Road in June 1953. The first film released in the process was the Biblical epic The Robe, which opened on 19 November at the Odeon Leicester Square. When Cinemascope came to Sleaford it entailed the fitting of a new 29-foot concave screen, fresh curtains were hung and a new projector with an anamorphic lens was installed. In his book, The Granada Theatres, Allen Elyes explained that the anamorphic lens was used to squeeze the wide image onto standard 35mm film when the film was shot and to expand it out again in the cinema. When the cinema reopened in March 1955 it showed the film Rose Marie, starring Howard Keel and Ann Blyth. This proved to be a sell-out with 2,000 people seeing the film in just two days.

When Uncle Tom left the Picturedrome in October 1956, Mr L. Beale replaced him. In 1958 Mr L. Gray was manager, and Mrs J. Cox became manageress in 1964. By then the building, besides being used for regular bingo sessions, was also the venue for professional wrestling, carnival queen competitions and ice-skating shows.

When the Star Company's lease expired in 1968 Filey Enterprises took over the running of the cinema. Prior to this Frank Haxby, their circuit supervisor, checked out the cinema's potential. Shocked by the state of the place he said that the screen was 'too small for the size of the auditorium', it was cold and the whole place was dilapidated and needed a lot of money spending on it. He recommended that 'the company should take it on and spend money on the building.'

The cinema was closed for six weeks for alterations, which included modernising the auditorium. A new and large screen was installed along with better sound and projection equipment. Besides enhancing the property it was made more comfortable. The money spent on such alterations obviously paid off for when it reopened on 28 December 1968 a full house watched the epic of westerns, How the West was Won, starring Debbie Reynolds, Carroll Baker, Lee J. Cobb, and Henry Fonda. In fact there was a full house on all three days of the film's showing.

Frank Haxby took over management of the Picturedrome on Mrs Cox's retirement in 1970. Mr Haxby was the first cinema manager in the country to introduce a smoking ban. Upon realising that people preferred the no-smoking area it was not long before he made the whole cinema 'no smoking'. The new manager, who had a great affection for the Picturedrome, had begun working for the Filey Enterprises when he was 11 years old. His first job was as a deliverer of programmes. This entailed taking and placing the programmes in the Filey shops. For this he received one shilling and sixpence and a free cinema pass. Leaving school at 15, he then worked as a cinema projectionist and after completing his National Service, returned to the company as manager at the age of 23.

During the 1970s, although many cinemas had closed or been converted into bingo halls or supermarkets, the Sleaford cinema saw an annual increase of about 10%. It attracted audiences not only from Sleaford but also from nearby Grantham, which had lost its cinema. During this popularity increase the Picturedrome showed Grease, which attracted 15,085 people. The restaurant closed during the 1960s and remained closed until 1980 when it was converted into a second cinema seating 60. Opening on 11 April, with the film Flash Gordon, it boasted a 14-foot screen, full stereo sound, soft decor and good lighting. The renovation had cost £20,000. The two screens operated side by side until 1984, by which time cinemas, according to Mr Haxby, were 'having a rough time in general'. Two factors appearing to cause a lack of enthusiasm for cinema during this period were the advent of video and the lack of good films. Mr Haxby, by then the leaseholder, said that a new cinema in Grantham 'lost us 30 per cent of our customers overnight'.

The last film shown in Cinema 1 on 25 October 1984 was, ironically, Blame it on Rio. This was viewed by an audience of exactly six people—a long way from the audiences attracted at its birth in 1920. Eventually this main cinema was leased as a snooker hall, and in April 1984 a local building firm converted it into a snooker club. This entailed levelling the floor of the stalls and dividing the foyer into two, demolishing the stage and bricking it up to the ceiling. Girders were fitted to support the ceiling from the circle balcony. A new pay box was installed for Cinema 2, the manager's office converted into toilets, and a new fire escape built from the old circle.

Mr Haxby found running Cinema 2 increasingly difficult, particularly when the policy of the film companies, upon the release of a new film, was to allow them only to be shown in cinemas of
over 300 seats. Mr Hasby reminisced:
‘As we only had 60 seats by 1984, we were at the end of the scale as far as the film companies were concerned.’ With films coming to Sleaford four or five weeks after their release the public became impatient and went elsewhere to see them earlier.

Despite all the setbacks an article appeared in the Sleaford Target during May 1989 describing the Sleaford cinema as: ‘one of the smallest in Britain but, unlike many of its bigger rivals, it can at least boast a full house every day.’ The reporter, Anthony Clay, went on to say how it was the only cinema in Lincolnshire to have a four track stereo sound system built in to give that added touch of realism to the film action.

At that time there were 800 performances a year, with audiences travelling from other areas such as Lincoln, Boston and Grantham. Mr Hasby explained that there was ‘a good view of the screen from 98 per cent of the seats’. He went on to say that they had ‘a good core of regular customers and then you get that extra boost when you get a good film.’

Some of the favourite films of 1989 were Lady and the Tramp and Who Framed Roger Rabbit? Mr Clay ended his article: ‘It is worth mentioning one thing that makes this cinema much more comfortable to sit and watch a film in than most, and that is that the Sleaford Cinema is completely No Smoking.’

As the cinema approached its 70th birthday in November 1990, despite undercurrents of rumours that it was closing down, Mr Hasby had in mind to bring back some of the old favourites such as Gone With The Wind. He had already lined up such blockbusters as Dick Tracy, Back to the Future 3, Gremlins 2, Days of Thunder and Total Recall. Mr Hasby said: ‘Most of our customers go for the action comedy films [and] don’t like horror movies or too much violence.’ Apparently the most popular films in the preceding years had been—ones already mentioned—Grease, and ET—attracting a phenomenal 15,000 in three weeks.

Alas, eight years later, the snooker club had closed down and the whole site was for sale. This was a sad time for Frank Hasby, who had managed the cinema for a total of 30 years with 15 years as owner of the second cinema’s lease. Parties interested in the property varied from an independent cinema company to a property developer who applied for a demolition order. Concern about the future of the historic building grew.

Mr Derek Tomlinson, Mayor of Sleaford, stated that the town council was opposed to the plan of demolition. He added that the building was an important part of the town’s history, and had been a distinctive feature of the landscape for many years. Consultant architect, Mrs Mary Anderson, declared that as it played a significant role in the conservation area, ‘its loss would represent a substantial erosion of the character of the town.’

Amongst those who had a concern for the building’s future were the Society for Lincolnshire History & Archaeology and the Lincolnshire Historic Buildings Committee. Others voicing their concern were the Sleaford and District Civic Trust and the Sleaford Labour Party. A petition containing 186 signatures, opposing the demolition, was handed in to the district council offices. Even the planning officers were against the proposal and recommended that the application be refused by the subcommittee.

In 2000 a local business couple, Phillip and Wendy Broughton, purchased the 1920s cinema. Trading as the Sleaford Leisure Company Limited, they planned to turn it into a club and bar venue. The new owners have preserved the frontage of the building while the interior has been fully refurbished. But I understand that it retains some of this magnificent building’s past. An advertisement in the Sleaford Standard in November 2000 included a picture of the Lounge where the walls are lined with skills of classic films.

Mr Broughton, in an interview with a Target reporter, said that he remembered going to the Picturedrome every week as a young boy. He also pointed out how the building had, at the time of the interview in August 2000, many of the original pulleys, walkways and lights. Above the original stage there hung the Cranwell coat of arms from the time the Commander of RAF Cranwell dedicated the building in 1920.

On Saturday, 9 September, 2000, Frank Hasby, along with a packed house of regular patrons, said a fond farewell to the cinema. An audience of all ages enjoyed a showing of Indiana Jones and the Last Crusade. Frank was warmly welcomed by the crowd of 60 with a round of applause for all his hard work over the 30 years of his management of the Picturedrome and during the interval he thanked the audience for their support over the years.

Speaking to the Target reporter after the final show, he said how marvellous it had been. He continued by saying: ‘It’s really not sunk in yet that it’s closed—there are still a few things to sort out but by the end of the week that’ll really be it for me!’ He ended by saying: ‘It’s the only thing I’ve really known in my life—who knows what I’ll be doing with my time now?’

Happily, Mr Hasby may still be doing whatever he has always done—at the Kinema in the Woods at Woodhall Spa. Mr and Mrs Broughton have named their nightclub ‘Flicks’ in memory of the building’s past—but I guess to many Sleafordians it will always remain ‘The Picturedrome’.

Sources: Allen Eyles Old Cinemas, Simon Pawley Looking Back (article in Sleaford Advertiser), The Sleaford Gazette; Records in Sleaford Library.
Dunston Pillar

David Start

The first time I drove along Tower Lane back in 1988, heading for the A15 Sleaford Road, I saw it—a great stone tower with, seemingly, no reason for its existence. I mused over what it could be—it was too tall for a church tower, too small for a castle ruin, and it was unlike other ancient ruins and monuments that I had learnt to recognise in the countryside.

Off I went to the library and found the history of what I now know to be the remains of Dunston Pillar. It was built in the 18th century by Sir Francis Dashwood, the founder of the notorious Hellfire Club [High Wycombe]. In 1745 Sir Francis married the widow of Sir Richard Ellis and subsequently spent time at her Lincolnshire home, Nocton Hall. Nocton Heath was not farmed then and the Sleaford road was not yet made.

The Heath was so difficult for travellers to cross that in 1751, Dashwood built Dunston Pillar and placed a great octagonal lantern on top to be a land lighthouse. The pillar, nearly 30 metres (92 feet) high with a 4.5 metre lantern on top, had a spiral staircase that led up to a balustraded gallery. Inscribed on the pillar’s sides were the distances to London (126 miles) and Lincoln (6 miles).

The lantern was regularly lit until 1788, but by then the construction of a road had made it unnecessary. It was lit for the last time in 1808 and fell from the pillar during a storm a year later.

In 1810 a 15 foot (4.6 metre) high statue of King George III was given by the Duke of Buckingham to mark the King’s Golden Jubilee. Erected in place of the lantern, it was made of a type of artificial stone invented in 1769 by Eleanor Coade and known as Coade Stone. Our statue of George III may be one of the tallest pieces ever made in it.

George’s great height was to become his undoing! In the Second World War, danger to low flying Lancaster bombers meant that the pillar, near Waddington and Coleby Heath airfields, was chopped down to 10 metres and George unceremoniously pushed off his perch. The statue broke into fragments that are now in the cellars of the Victorian prison in Lincoln Castle. The head and shoulders were reconstructed and put on display in the Castle grounds some years ago, but no one knew how to make Coade Stone anymore so it was not possible to repair all of the shattered statue. The Coade Stone factory closed in 1843 and in the ensuing years, the formula for this remarkable material was lost. But all that has changed—an art conservator, Christopher Cleere, has found a way to make Coade Stone again, and it may be possible to repair our George III. The Peter Hodgkinson Charitable Trust has given a grant to finance a survey of the fragments to work out which parts need to be remodelled. It should then be possible to calculate the cost of restoration.

County Councillor John Marriot is leading the project and we hope the Heritage Lottery Fund will help too. But where would we put George? He ought to go back on Dunston Pillar, but that would depend on RAF Waddington, Blankney Estates (the present owners of Dunston Pillar), Lincolnshire County Council (who have the fragments) and the Listed Building authorities. He could go in Lincoln Castle, or the grounds of The Lawn, but at three times life size he is meant to be seen from a distance. Mr Cleere and his assistant are due to survey the fragments in June, and then we shall know if restoration is possible.

If anyone wants or can offer any information on King George or Dunston Pillar, contact David Start at Heritage Trust of Lincolnshire on 01529 461499.
Dunston Pillar as it was before demolition during the Second World War
OBITUARIES

We have learnt of the deaths of a number of well-known people in the county, and would as always, be pleased to hear from anyone with personal memories. Dr Barry Biggs of Foston died in March. He was a keen local historian, among his many interests, and had written a number of books, including *Ellen Gretton and her Circle*, a book on Methodist history.

The painter David Cuppleditch of Louth has also died. His work is well-known for the many paintings of the county, which he had made into attractive greeting cards and postcards. He was also the author of articles and books on historic photos of Lincolnshire places and on a number of local photographers.

The death of a well-known local architect, Sam Scorer, is another loss to the county. He is probably best known for his hyperbolic paraboloid roofs, for example the library building on Brayford, a garage at Markham Moor on the A1 and St John's Church on the Ermine estate, Lincoln. Other work included the Riddings Comprehensive School at Scunthorpe, and the Southern Outfall sewage pumping station at Cleethorpes. As an active member of the Victorian Society he was always willing to go and look at lesser known Victorian buildings around the county if they were brought to his attention. He led a Heritage Open Days tour in Lincoln in 1997 and contributed to the booklet *Twentieth Century—What Heritage?* to celebrate Heritage Open Days 2001.

St Leonard's Priory, Stamford

A project has been announced in Stamford to increase the tourist potential of the remains of St Leonard's, one of Lincolnshire's few monastic sites where actual buildings survive.

New City and County Museum finds

At the time of writing interesting discoveries are being made on the Flaxengate site for the new City and County Museum. The excavators, Archaeological Project Services, have reported a medieval structure with evidence of bone and horn working and a stone Roman building with some painted wall plaster *in situ*. There have also been some interesting 'small finds' such as a bracelet and dice and a complete Roman bowl.

A postcard showing Steep Hill, Lincoln, from a painting by the late David Cuppleditch.
**Witham Valley—a major project**  
The first publication on the Witham Valley Project has just appeared with the launch of *Time and Tide: the Archaeology of the Witham Valley* edited by Steve Catney and Dave Start. It consists of papers presented at a seminar in December 2001, and will be a useful introduction to the project.

**Chance to save school building**  
The *Lincolnshire Echo* reported that Asholme Developments hopes to restore a dilapidated former Wesleyan day school in Rosemary Lane, Lincoln, and convert it into six luxury apartments. The firm plans to preserve the outer appearance of the building completely including the restoration of the clock tower.

**Coastal changes**  
The ‘flood supplement to the January 2003 edition of *Environment Action* featured on page 7 an account of the re-flooding of 80 hectares of Freiston Shore near Boston. The sea bank that was created by Borstal boys and prisoners at North Sea Camp was carefully breached in three places, allowing re-creation of shallow salt marsh. This is not only good for wildlife but also increases the area of shallow waves, which has less impact on the coastline. The official term for all this ‘managed re-alignment’.

**Places**

26 May 2003—Lincoln City FC fans honour their team’s achievement during the 2002-2003 season.

**Quality control?** A curious Country Life poll (presumably by the magazine of that name) was reported in the *Stamford Mercury*. It had measured ‘quality of life’ in English counties. Lincolnshire came 24th in this league with a score of 42 out of 100; Rutland scored only 31! The 12 categories that contributed to this strange survey were: Average property prices, County council (whatever that means!), Education, Wildlife diversity, National Trust sites, Sunshine hours, Tranquility, Housing projection figures, Burglary statistics, Sport, the Arts and Outstanding pubs. There is not room here for all the detail, but Lincolnshire scored nil out of ten on Sport and the Arts, one out of five on Education, two out of ten on Outstanding pubs and nine out of ten on Burglary and TRANQUILLITY [sic]! There must be food for thought here somewhere.
Exciting news from the
ILLUSTRATIONS INDEX

Rosalind Boyce

2002 was a significant year for the Index. After 13 years and 54,000 entries, the scanning of the photographs became a reality, and so far, about six months into the project, nearly 3000 have been scanned and attached to their appropriate entries. Real progress is being made, but there is still a very long way to go.

But the start of scanning was not the only important event of 2002. In January, Dahlia Lee from the Usher Gallery was welcomed to our little team of two and has brought a great deal of knowledge, expertise and youthful enthusiasm to the project. Since Angela Child left at the end of 1999 I had struggled along by myself, but with Dahlia, and a glamorous black-and-silver computer with matching scanner and a new programme called Modes we were all ready for the new developments.

Many of you are familiar with the Illustrations Index and have made use of it over the years. I first wrote about it in LP&P in 1996 at the time when Angela’s and my posts were made permanent, after several years of uncertainty.

For those that are not familiar, I can tell you a little of the project’s background. In 1989 it was decided to compile a computer index of the photographic holdings in the county’s museums, archives and libraries in order to make them more readily accessible. Angela and I started on this massive project, initially for two years.

Since its earliest days, the Index has built up into a useful tool in the preparation of exhibitions, books, school and college projects etc, and it can provide the answers to many local history enquiries. The programme was (and still is) called Headfast. But it is now old-fashioned, and cannot produce images on the screen, essential for identification and for the protection of the originals, many of which are very fragile. Imaging was very much in its infancy in 1989 and was not really a consideration. This has meant that the entries are very detailed and informative, but the downside is that we have not been able to promote the Index to the extent that it deserves. At present we are in a transition period, working in both Modes and Headfast. Soon Headfast will be pensioned off. I will be sad to see it go—it has served us well and only one person complained about it (after it had found him some very nice pictures). Dahlia says she hates it, and I can see what she means, but she
I n March 2002 it was announced that contracts had been signed to convert this mill on the bank of the River Trent, into flats. The work has been carried out by the Anchor Trust with completion this summer. This will ensure a future for one of the most important surviving buildings along the river in Gainsborough.

Whitton's Mill dates from 1936. It is still the most prominent waterside building in the town and is part of a range of buildings spanning the 18th to 20th centuries, which clearly illustrates Gainsborough's former importance as a port. It was built as a flour mill, using the river to bring in grain and take away flour. Latterly it had been used by Dalgety Agriculture for the production of animal feed. It closed in July 1995 with the production and most of the jobs being transferred to Dalgety's Carr Lane Mill also in Gainsborough.

The red brick main block is of seven stories. To the north was a lower, four storey range. Much of this lower range was destroyed by fire, started as an act of vandalism, on 25 October 2001. A modern corrugated asbestos addition to the south has since been demolished.

The production of animal feed started at the south end and progressed northwards. The raw materials were taken in from inside the modern extension at the south end. Inside, the main mill was divided into four areas. First was the storage of the grain, minerals and liquids used to make the feed. It was then blended, mixed, pressed and cooled before being stored in bulk bins. From these bins the feed was taken away. Road transport replaced the use of barges in the early 1970s. Because of the increasing size of the lorries used and the narrowness of Bridge Street, a loading bay was provided across the road on the corner of Wembley Street. Two overhead gantries housing conveyor belts to carry bagged feed spanned Bridge Street, linking the loading bay with the mill. All this was removed after the mill was closed. One rare survival within the mill, in use right up to the end, was a man rider, known here as an elevator. This was a vertical conveyor belt with alternate steps and handles and staff used it to travel vertically through the building, standing on a step and holding onto a handle. Man riders have long been used in mines as well as tall buildings but 20th century health and safety regulations brought about a major reduction in their use.

In 1995 West Lindsey District Council embarked upon the regeneration of the Gainsborough Riverside. The key element in this was the creation of a Riverside Walkway on the top of new flood defences, running from Chapel Stath in the north down to the Trent Bridge.

Completed in 2001, the work has unlocked the potential for the re-use of several empty buildings along the river and the conversion of Whitton's Mill into flats has been seen from the start as an important contribution to the scheme.

Stewart Squires
The Shuttleworth Family of Lincoln and the Shuttleworth Collection at Old Warden

Looking at the male line of the Lincoln Shuttleworth family we find four main players—Joseph Shuttleworth, who in 1842 together with Nathaniel Clayton, founded the engineering company Clayton & Shuttleworth, his sons Alfred (born 1843) and Frank (born 1845) and Frank's son Richard (born 1909).

Joseph purchased two estates—one at Hartsholme, Lincoln, in 1862, and the Ongley estate at Old Warden, Bedfordshire, in 1871. On Joseph's death Alfred inherited the Hartsholme estate and the business, and Frank the Old Warden Estate plus a substantial shareholding in the business. Frank's son Richard was killed in a flying accident in 1940. His mother Dorothy Shuttleworth set up the 'Richard Ormondia Shuttleworth Remembrance Trust' at Old Warden.

Nathaniel Clayton and Joseph Shuttleworth were both members of long-established families within the Lincolnshire business community, and Joseph married Nathaniel's sister. Clayton's steam packets worked the River Witham between Boston and Lincoln. He moored his boats at Stamp End lock in Lincoln. Meanwhile Joseph Shuttleworth inherited a boat yard at Dogdyke near Boston and another in Lincoln close to Stamp End lock.

Both men realised that the coming of the new railway in the mid 1840s would result in competition with the boat trade. There is a story that they had to spend the night at a Tattershall inn together after Clayton's boat broke down and that during their stay they came to an agreement to form a joint business as iron founders based at Shuttleworth's boat yard at Stamp End lock.

The company was formed in 1842 on a site occupying one and a half acres of reclaimed low-lying land west of the dock, primarily manufacturing agricultural machinery. They started with 12 men, two forges and a lathe. The workforce had grown to 100 in 1847, 1,300 in 1872, and by 1900 the company employed 3,000 men.

Clayton and Shuttleworth were pioneers in the design of portable steam engines and threshing machines plus a substantial portfolio of other engineering products. Together with other new city engineering companies such as Ruston Proctor and Robey's, they transformed Lincoln into one of the busiest manufacturing centres in Britain.

The Great Exhibition in London in 1851 placed Clayton and Shuttleworth products firmly on the world map and by 1870 they had sold 10,000 engines worldwide and had opened branches in Vienna and Budapest. The company became one of the largest manufacturers in the world. Facsimiles of their many exhibition gold medals can be seen today at the Museum of Lincolnshire Life. (The originals are in a local bank vault.)

The Clayton and Shuttleworth families became important in the Lincoln community and took an active part in city affairs. Joseph was elected to the City Council and later served as mayor.

In 1901 Clayton and Shuttleworth became a limited company. A new extension to the works was built and named 'Titanic Works'. The company continued to prosper until the depression years following World War I when, with increasing competition and heavy financial losses caused by continental agents, particularly in Russia, a receiver was called in and the company ceased trading in 1929.

Joseph Shuttleworth lived in a large house in Newland on the west side of the city. The site is now occupied by Lincolnshire County Council. When their offices were built, part of the house frontage was preserved within the fabric of the new building and may be viewed with special permission.

Joseph's wife Sarah (Clayton's sister) died young and he married again. His new wife was Mary Ellison, daughter of Colonel Ellison of Beulah Hall to the south of the city, not far from Hartsholme.

As the business prospered, Joseph decided that his house in Newland was no longer worthy of his increasing wealth and importance. In 1852 he built a new Tudor style mansion at Hartsholme, in attractive woodland adjoining a lake originally constructed.
in 1848 as a reservoir for the city water supply. The estate comprised 300 acres. The house, Harsholme Hall, was a substantial mansion of brick and stone. It had 19 bedrooms, a drawing room, a library, a billiard room and eight cellars. It also had plumbed hot water. There were kitchen gardens, a stable block incorporating a huge galvanised fresh water tank in its central tower, cottages for estate workers, greenhouses and an orchard house. The parkland was set out with trees from all over the world. Later a boathouse was added. The boathouse has the family coat of arms, a mailed fist holding a shield, above the door. Today Harsholme Park belongs to Lincoln City Council and is open to the public. A casting of the coat of arms was recently recovered from the lake and can be seen in the park ranger’s office in the stable block visitors’ centre.

There have been several owners since the Shuttleworths. There was Nathaniel Clayton Cockburn, followed by Colonel T. W. Harding who improved the gardens and installed electricity to the house. In 1909 the estate was bought by Lord and Lady Liverpool for £16,250, but they did not move in until 1920, after Lord Liverpool had completed eight years as Governor of New Zealand. During their 30 years’ ownership they extended the grounds to 2,000 acres. Thomas Place of Northallerton purchased the property in 1939 for £5,225. During World War II the house was used as an officers’ mess and the grounds for military training. After the war, when housing was difficult, squatters moved into the army huts in the grounds. Neglect and subsequent vandalism left the hall in need of substantial repair and when Lincoln Corporation bought the estate in 1951 it was demolished. It had stood for less than 100 years.

Like other industrialists of the period, Joseph Shuttleworth was a generous benefactor, especially in the east of the city where his factory was located and most of his workers lived. In 1869 Shuttleworth and Nathaniel Clayton paid for the construction of a new church, St Swithin’s in Broadgate. In the same year they formed a company of militia and paid for the necessary equipment. Joseph was captain and Nathaniel a lieutenant. They also allowed evening classes to be held in the works mess room. They contributed to the cost of the New County Hospital on St Anne’s Road, opened in 1878.

In 1871 Joseph purchased a country estate at Old Warden in Bedfordshire. Subsequently he was appointed to several posts in that county, including magistrate, Deputy Lieutenant and High Sheriff. Following his death in 1883 Joseph Shuttleworth was succeeded in the business by his son Alfred, although his younger son Frank, who was in the army, inherited a substantial shareholding. Frank rose to the rank of colonel, was a JP, and was at one time chairman of the company. He inherited the Old Warden estate and Alfred inherited the Harsholme estate.

Alfred Shuttleworth was probably even more generous to Lincoln people than his father. He too took an active part in the affairs of the city, as a councillor, a magistrate, and in 1899, High Sheriff of Lincolnshire. Educated at Rugby and abroad, in his younger days his leisure interests were shooting and yachting, taking long voyages in his splendid boat that he kept at Scarborough where he also had a residence. There is a small Shuttleworth monument at Scarborough, probably to Alfred’s wife, Mary, who died there in 1880. Around 1890 Alfred moved from Harsholme Hall into a smaller house near the Cathedral, Eastgate House, on the corner of Eastgate and Northgate. Opposite was a block of run-down properties including the Dolphin Inn. They were all beyond economic repair and in 1892 Alfred gave the money that enabled the Cathedral authorities to purchase them all for demolition, thus
opening up a magnificent view of the cathedral to the public and himself.
The old Dolphin Inn was the chief port of call for market folk on Fridays and Saturdays with their carts, where the drivers could leave their horses. Once the inn had gone these people had nowhere to shelter during bad weather. Alfred bought a property on the opposite corner and turned it into a rest room complete with seats and an open fire, maintained by a caretaker who was housed nearby. It was known as the 'Shuttleworth Rest' or just 'The Rest'. In later years it became very little used and, because it was being vandalised, the decision was made to close it. The Rest now houses a large model of the cathedral, which can be seen through the windows.

Alfred also gave generously to the Church. In 1888, as a memorial to his father, he paid for the addition of a tower and spire to St Swithin's church. In 1904 he built All Saints' church on Monk's Road and started the parish, complete with parish hall and a second schoolroom. He furnished the church with an organ, a reredos, and four stained glass windows—another window was donated by his brother Frank. Alfred also gave half the cost of a site for a church near Dorset Street, and contributed substantially towards the building of the Mission of the Good Shepherd in Bridge Street. In 1914 he paid for the south aisle of St Peter's Church in Eastgate (near his house) including a rood screen and chapel. In this church are the following memorials: A window in memory of Alfred 'who built this aisle in the year of Our Lord 1914'. A window 'In memory of my dear brother Frank Shuttleworth who died on January 24th 1913'. A window 'In memory of Nathaniel Clayton who died in this church on 21st December 1890. This window is given by Alfred Shuttleworth'.

Alfred was for some years trustee of the County Hospital. That institution benefitted greatly from the Clayton and Shuttleworth families and their generosity was marked by the naming of two wards. Alfred and Frank Shuttleworth remained two of the major shareholders of Clayton & Shuttleworth and were not afraid to invest their own money in the company. In 1911, after receiving considerable return from the sale of interests in Eastern Europe, they, together with the company, paid for substantial enlargement and modernisation of the Lincoln works. A new foundry and pattern shop was paid for by Alfred, a new smithy's shop was financed by Colonel Frank Shuttleworth, whilst the company paid for a new turnery/assembling bay and a new electricity power station. Unfortunately a considerable amount of the remainder was invested in Russia. Like other Lincoln companies, Clayton & Shuttleworth were badly affected by the depression of the 1920s and, following the fall of the old Russian government, the new Soviet administration refused to recognise a debt to the company of £430,000 and on 17 October, 1929 the local press reported the failure of the company when the receivers were called in.

Alfred retired from the board of directors in 1919. He was involved with the company for 50 years. On his death in November 1925 his estate was worth more than a million pounds, a substantial amount of which he left to local charities. A bulk of the remainder went to his nephew Richard, Frank's son. Alfred Shuttleworth's funeral was at Eastgate Church, and at his request there was no tolling of bells and no flowers or wreaths. He was buried in Canwick Cemetery in the south of the city.

Richard Shuttleworth was an enthusiastic collector and restorer of aircraft, cars, motorcycles and horse-drawn carriages. He died in a flying accident in 1940 while serving with the RAF. It was his collection that became the basis, in 1944, of the world famous Shuttleworth Collection, which his mother Dorothy Shuttleworth formed and endowed 'The Richard Onslowd Shuttleworth Remembrance Trust'.

The author of this judicious introduction to a specialist but popular subject is well-positioned, in the Numismatic department of the British Museum, to provide a national perspective. He states explicitly in the Preface that it complements John Casey’s Roman Coinage in Britain in the same series. Readers should also consult with benefit Richard Reece’s 2002 book, The Coinage of Roman Britain (Tempus Publishing), which includes a stimulating chapter on hoards. Abyd partly justifies the need for his booklet by the large number of hoards which have turned up in recent years, altogether, about 2000 are now known from Roman Britain, although this must only be a fraction of those originally scoured. Hoards tend to date to ‘troubled times’, when more were deposited, and after which less were recovered because their owners had no various reasons not returned. (It is salutary to compare those days when there was barely a cash economy with modern arrangements for security, which are constantly having to be refined to cope with monetary theft at various levels: ‘Money doesn’t speak, it swears’, wrote Bob Dylan.)

The author provides a very useful introduction to the context of hoards, whose content was constrained by which coins were in circulation at any time. The succeeding four chapters on hoards of different periods include some appropriate case-studies, which give insights into contemporary coin-supply. One of these, for the late 3rd-4th centuries, is the Navenby-le-Wold hoard of about 48,000 radiate coins of c.260-289, found in 1985, which had been placed in a pottery jar. For the last decades of Roman Britain, there is a large number of notable hoards, particularly of silver. Among these, the group of 15,000 or so coins found at House in Suffolk in 1992 – almost all of which were of gold and silver – is outstanding. It was accompanied by other precious objects, and indicates that there were some very wealthy individuals in Britain at that time. Although little new coinage found its way to Britain after c.400, the 1997 hoard from Patching in Sussex, running up to AD465, confirms the evidence from documents and archaeology that there continued to be links with Gaul long after the Roman withdrawal from Britain.

The volume ends with a list of Museums containing coin collections, in Lincolnshire’s case, the reader is not directed to the Usher Gallery where part of the collection is on show, but to the Museum offices. The Further Reading section includes mention of the detailed inventories for those who would like to follow up their interest.

All in all, a sound and helpful booklet, enhanced by many good-quality illustrations; it can be recommended as an engaging introduction to a fascinating subject. Let us hope that the Treasure Act does its job and new finds and their precise location are reported more fully than many in the past.

Michael J. Jones


A very attractive little book; each opening consists of paintings of thirteen sites in and around the cathedral and facing them are texts and notes by Carol Bennett, the cathedral’s Development Officer and a well-known architectural historian. The artist, Lydia Bauman, is also an art historian with a developing reputation since her works are in collections around the world. The paintings have an almost photographic quality and capture the spirit of the places she has chosen to depict. The text ranges widely – writers quoted include Nathaniel Hawthorne, D.H. Lawrence, Southey and the Hon John Byng. The short historical notes form a brief and informative history of the Minster Yard, the buildings and their former inhabitants. Altogether an agreeable artistic record which would serve as a diverting souvenir for visitors or guests in Minster Yard.


A somewhat gruesome but still fascinating account that has, as the author points out, wider implications than the purely local. A brief account of the way gibbets were erected notes that they were only used for perpetrators of serious crimes and, in Lincolnshire, there were only eight recorded instances of bodies being hung in chains. The story is then related of the murder...
in 1768 of Samuel Stockton, a Lancashire trader, who was persuaded to bring all his money to Lincolnshire on the promise of vast quantities of corn at lower prices than those in Liverpool. The main part of this study is taken up with a transcript of the records of the trial of Philip Hooton in Lincoln as recorded in a rare chapbook in the author’s possession. The account is taken from the Lincoln Annual Register and the Chancery Records and gives the detailed cross-examination of ‘witnesses’. A final short section gives the author’s examination of the evidence and a discussion of the differences in legal proceedings compared with today. Then the emphasis was more strongly placed on the defendant trying to prove his innocence; he was without the aid of counsel, his task being compounded by the defendant’s original statement when charged being read to the court by the coroner, who was in this case a witness for the prosecution also.

During the trial the defendant was not allowed to speak. A miscarriage of justice would be the modern verdict. Apart from a few minor printing errors this is a valuable piece of research which provides a real insight into legal ways that are now, thankfully, things of the past.


Some aspects of the past can be illuminated by specialists from non-archaeological professions, who can bring insights based on experiences in their own specialist field. The book under review, by a former highways engineer, is a good case in point, the fruit of an energetic early retirement. As might be expected, the approach is essentially from the viewpoint of an engineer (‘I treat the roads as roads’), systematically exploring various aspects of the construction, use, and maintenance of different elements:

- The pattern of roads which formed an essential basis for the control and exploitation of Britain (and other provinces) under the Roman Empire bequeathed a legacy that is still discernible in the modern landscape. Taking evidence from various sources, Hughes Davies explains the basic requirements of road construction, as well as their structure and design. He is in disagreement with Michael Lewis (whose excellent study, Surveying Instruments of Greece and Rome, was published in 2001) about the extent to which maps were employed. Davies is more confident that they were regularly used, and the methodology which he proposes helps explain why routes were so straight. Lewis (op cit, 226-36) prefers a method employing vertical poles, and suggests that Ermine Street north of Lincoln was achieved by extrapolation (ie, surveyed from Lincoln by a series of poles), until Winterton was in sight, when interpolation could be applied. Both authors make nothing of the possible influence on the line of existing concentrations of native settlement, as are known at Owmby, at Navenby and Ancaster to the south of Lincoln, and now, with the recent investigations on the line of the A46, on the Fosse Way to its south-west. Details of construction – and there was great variety in both materials and dimensions – are described and analysed. The major routes, especially those linking London to large towns, and those serving important military bases, required the most substantial structure. Again, Ermine Street between Lincoln and York gets a special mention, with a metalled surface 42 feet wide in places (although only 20 feet were recently noted near Scampton).

Most streets within towns were of a narrower gauge. (Town planning and street grids are covered in a later section in the book.) The junction of the two main streets, the cardo and the decumanus, was always a significant civic location: as Davies notes, ‘often the forum was located here’. He is also alive to the possibility that streetscapes were deliberately planned, and makes note of the general experience and realities of urban life.

A novel section (Chapter 8) discusses gradients, including the friction involved: gravel produces much more than smoother paved surfaces. The need to control vehicles on steep descents had implications in terms of the greater effort to haul heavy goods uphill. This is again of note at Lincoln, the deviation up the steep hill reducing the 1:4 slope to 1:8. Davies explains the point in a plan and two photographs of that part of the city (pages 54-5). A further chapter discusses methods of crossing water, including ferries, bridges, and fords, as well as culverts and drains. Here yet again are aspects on which Lincoln has produced much useful information, but on which we still have a lot to learn.

The Roman occupation lasted over 300 years and during that period the road system developed to meet changing needs. Davies draws together some general comments and conclusions on the road-system of the province in a final chapter. There is a glossary, both a further reading section and a bibliography, a gazetteer, and a useful index. He has provided us with a book which is not only authoritative and readable, but one which represents a significant advance on previous treatments. He and his thesis supervisors are to be congratulated along with the publishers for allowing us new insights into this critical element of imperial rule.

Michael J Jones, Lincoln


A useful aid for those seeking interesting excursions in the county. It is
divided into two main sections; the first deals with the destinations overseas of the county’s famous explorers — John Smith, Banks, Bass, Flinders, Franklin and Thomas Paine (who, although born in Norfolk lived a year in Alford; there was an unmentioned plaque on the wall of the White Hart in Spalding marking his stay there). The second part discusses the local links and gives guidance for excursions for readers’ own explorations of the county by way of notes on their lives, photographs and a map.


A useful little guide to a large subject with, as is usual with this series, much packed into a small scale. There is, however, little of special local interest. The main emphasis is on the development of the beam engine and the various types with copious photographs and diagrams of examples in most parts of the UK (and of the largest ever made – in Holland). The list of sites at the back of the booklet does refer to the Dogdyke and Pinchbeck engines (and Papplewick near Nottingham) but that’s all for Lincolnshire. Still good value for industrial archaeology enthusiasts.


The first selection was warmly welcomed (LP & P, no. 38, Winter, 1999-2000) and its success has led the publisher to ask for a second selection, the first selection having brought out more material from ‘new’ sources. The main differences are that the authors have drawn the line round surrounding villages tighter (now only four miles radius) so that more of Brigg can be included. So the first 84 pages are devoted to the town and its activities and the final third contains pictures of nine villages in the nearby area.

A chronological approach is followed this time and this fresh approach gives a much better view of the town’s state over 100 years ago and records the changes that have naturally occurred in the meantime. While not all the pictures are of top clarity they do, with the aid of a series of informative captions, make this a very worthwhile book for all interested in the town’s history and the ways in which life, occupations, trades and social activities have varied in the last hundred years. Good value.


Because an excellent quality paper has been used this selection of older photographs has come up as fresh as possible. A double-page spread of the market in Broad Street is full of atmosphere and wonderful detail. It is matched by the other ‘two to a page’ pictures. With useful captions this forms a valuable supplement to the three recent books on the town’s history.


This volume, though augmented in its 3rd edition, remains, like its two predecessors, a handy, pocket-sized manual. It begins with a historical sketch of Roman Britain and a concise analysis of the main site-types. Its principal content is a county-by-county guide to visible remains of the Roman period, supplemented by generally clear photographs, plans of the major sites (including Lincoln), and a series of maps. There is also a useful index of sites, and a rather brief guide to further reading; references to works on individual sites would have been a valuable addition. Where appropriate, each entry is prefaced by a note regarding its location in relation to modern roads and other practical information, including a 6-figure grid reference.

The approach is traditional, and, as far as this reviewer can gauge, fairly accurate. It is, however, disappointing to note some confusion in the section on Lincoln (pp 80-8), which does not inspire confidence. A photograph of the Norman west gate of the castle has a caption describing it as the ‘Roman west gate of the “lower town”’ and there is similar misunderstanding in the text regarding the various west gates. Newport Arch is referred to as the ‘Newport gate’, a term more appropriate to that of the medieval gate and suburb. The excavations at the north tower of the east gate which took place in 1963-6 are dated to 1959-60, when work on the south tower was under way but not complete. Of course, the book’s production came too late to incorporate the recent discovery of the eastern carriageway of the upper south gate, now partly visible inside no. 44 Steep Hill. Nor do the other Lincolnshire sections on Ancaster, Caistor, the Car Dyke, and Horncastle suggest that the research undertaken for this edition was careful or thorough.

Taking into account these slips (and others; Petra Park appears as ‘P Petrako’ in the Further Reading section), this is a volume which, despite its merits, does not bear comparison in scale or scholarship with the triumphant 4th edition of Roger Wilson’s Guide to Roman Remains in Britain (Constable, 2002).

Michael J Jones, Lincoln


Clearly a labour of love by the late author, to whom a tribute is paid in the
introduction by Rev John D. Robinson, an enormous amount of research has gone into this study. Using the Minutes of Methodist conferences and other sources we have here two separate lists; the first gives a good deal of detail about ministers who died after the Methodist union in 1932 and the second gives (usually) lesser detail of those who died before 1932. The latter, therefore, includes details of ministers in the Primitive Methodist persuasion and other groups, such as the Wesleyan Methodists. A short list at the end details ministers still living in 2001 and an index gives the places in the county in which these ministers were born. In some cases the author has not been able to trace the exact place of birth and I only spotted one misprint. For anyone interested in the people who have given their services to Methodism over the last 150 years and/or family historians here is an enormous amount of information.


In 1990 the LNFWI produced a book of memories of life in a wide range of the county's villages. Now the group has had the bright idea of commissioning Malcolm Sales, a fine landscape photographer, to show what these places look like and all in glorious colour. Brief texts are taken largely from the earlier accounts and together with pictures it forms an attractive book that should accompany all those looking for possible excursions in the county. There will be some disappointments since the space does not allow for all places to be mentioned; Gedney is in but there is no photo of its fine church, Kirton in Holland finds a place but not Kirton in Lindsey nor Long Sutton, which alone would justify a trip into South Holland. However, such things apart, the book can be recommended for what it does provide is interesting (and eye-catching, thanks to good production values and quality colour reproduction).


If you went to Boston Grammar School or know of anyone who did, especially in the last sixty years, this is for you. Pages of notes and biographies of teachers and pupils are accompanied by reproductions of items from old school magazines (quite a few poems, as one might expect) but also programmes of school productions and lists of prize winners). A labour of obvious love it will enthral all old (and, hopefully, present) boys.


This book, published by the author, appears as a result of short articles printed in the Boston Target newspaper over the past eight years. It is, as the sub-title states, a piecemeal history and there seems to be no logical arrangement of its subjects, except that the first half is generally about the author's growing up in Boston during and after the second world war. The second half relates to Boston's earlier history and then to the parliamentary history, businesses and local characters of later memory.

This is a 'dip-into' book of people and places, historical events, ancient and modern, which should appeal to Bostonians born in the '20s and '30s who, like the author, grew up and attended school in the town. Paul Mould was the son of Fred Mould, a local councillor and one of several local bakers (alas, no longer in business); he gives a detailed description of the time when he was a schoolboy and helped his father both in the bakery and on the delivery round, including the characters he knew so well. There are no chapter divisions - the book is a series of paragraphs, each devoted to a particular topic, such as the history of the printed label manufacturing firm Fisher Clark (now Norprint and Magna Data). He is very informative on who married whom, who lives where, for whom they worked and where they are now but then goes on to a quite unrelated subject. A good feature is the very extensive index, in which every name mentioned in the text seems to be included. Occasionally the corresponding page numbers are incorrect, there are some spelling errors in the text, and there may be occasional lapses of memory in recalling some incidents, but none of this will detract from the enjoyment of the book by Boston folk.

Bridget Robinson, Boston.

NAYLOR, Stanley. Lancaster memorial; Bishop's Farm, Sibsey Northlands, Boston, Lincolnshire: dedicated to the crew of Lancaster E1D 503 who died on Friday 29th January 1943... produced by the committee of the Sibsey Lancaster memorial Trust.... revised edition. The author, 2002, ii, 29pp. ISBN 0 95278446 1. £4.75 pbk (but special price of £4.35 by post from the author at 15 Edinburgh Crescent, Kirton, Boston PE20 1JT - cheques payable to Sibsey Lancaster Memorial Trust).

A touching account of one of the 1939-45 war's all too common events and the actions taken by the author and the committee to trace and record as many witnesses as possible. The preparations for the new memorial unveiled earlier this year are noted along with several commemorative poems and other items relative to the project. All receipts go to further this worthy cause.

PACEY, Robert. Lincolnshire church...
organs: a history, gazetteer and directory of organs, harmoniums, American organs, pianofortes, barrel organs and the instruments remaining from the old church gallery bands, in the churches and chapels in the county of Lincolnshire, with separate accounts of the organs past and present for each parish. Details of the music in times past and including accounts of chamber organs in the homes of the gentry, and cinema organs in private residences. Old Chapel Lane Books, 2002. 103pp. ISBN 0 9515806 8 X. £4 pbk. (or £3 by post from the author, Old Chapel Lane, Burgh le Marsh, Skegness PE24 5LO).

The title (reminiscent of those to be found in eighteenth century volumes) tells it all. A concise introduction on the history or organ building and how the county fits into a wider pattern is followed by an alphabetical listing of villages and towns which have (or had) one of the types of music provision noted in the title. At the end is a list of useful references. I can not believe there is an instrument unrecorded here after so many years of research spent in visiting the places as well as reading all the relevant books and articles. If there is an omission I'm sure Dr. Pacey will want to hear from you.


Short sections written by various local people cover the church, the first Brownie pack, farming, the church and a wide range of other village organisations. It will appeal to all who have connections with the village; apart from the black and white pictures there are 24 in colour not to mention the covers. Do you know what a 'Whapplchog' is? Local farmer, Stan Hoyes, encouraged his sculptor son to make up various models—see back cover for one of them.


No one could be better placed to write the history of Nettleham's parish church. The author starts by paying tribute to those who went before in writing about the village and its church (and there is a full listing of all the sources that have been consulted). However, the final product here is a tribute to the author's industry in digging out all the references and diving into so many archival deposits: the parish chest, vestry minutes, accounts of the Overseers of the Poor, newspapers, faculties in the Lincoln Archives Office, etc. etc. We have an excellent account of the architectural development and its monuments: illustrated with plans, photographs and five colour paintings by Val Fane of how the church might have appeared in earlier stages of its history. It deserves a wide circulation and will serve as a model for all who wish to undertake similar research projects.


The title describes the contents exactly; the author has made a selection of perhaps 40 images now held in the North Lincolnshire Museum in Scunthorpe. A wide range of subjects came in front of Mr. Singleton's camera and this is a happy memorial to one of the county's early workers in this field.


A very nicely produced arrangement of some of the poet's most popular poems. Within its short compass there are full versions of favourite works together with quite good selections of parts of the longer works, such as In Memoriam and Maud. At such a price (and a hardback that is a pleasure to hold, as well) it deserves a wide circulation.


TOWERS, Jean. An excursion into Waddington's history: evacuees. The author, 2000. 23pp. No ISBN. £2 pbk. (For copies of all the above books by post apply to Mrs. K. Fogg, 101 Grantham Road, Waddington Lincoln - prices quoted do not include post and packing costs).

All these booklets combine to give an extensive overview of aspects of the village's history. A very great amount of detail here reveals that much research has been undertaken not only in local resources but going further afield. The item on Methodism particularly is quite a substantial piece of research and is fully referenced. We are promised more booklets (no. 3 will have the title For King and Country and no. 5 will be devoted to local railways). The above titles are numbers 1, 2, 4 and 6 in the series. All power to Mrs. Tower's pen for future studies.

Grange, Northgate, Pinchbeck, Spalding PE11 3TE).

Sections of this booklet are of odd pieces of local history but the bulk of it is written in the local language, consisting of memories of life as it was led by the working classes in years gone by. I passed it on to someone who has lived in this part of the county most of her life and she wrote that it is “a delightful book that gives an insight into country folk in years gone by. Sometimes amusing, it was also a hard and challenging life. The dialect, if you are not familiar, can be tongue-twisting and funny but it is still well known in local villages today. As light reading I loved it”.

Sue Reynolds, Northorpe.

NEW BOOKS NOTIFIED SINCE THE LAST QUARTERLY ISSUE.


BIRCH, Maureen. Lincoln’s medieval Jewry and Uplift Norman houses. Tudcan Books, [2003]. [9]. 11-64pp. ISBN 1 873257 26 0. £4.50 pbk. (postage extra from Mr M Birch, 4 Queensway, Nettleham Road, Lincoln LN2 1SH).


MILLS, Denis. A walk round Cranwick, the Lincolnshire estate village of the Stithorps, with the enclosure map of 1787. The author, 2003. 20pp. No ISBN. £2.90 pbk (or £3.50 post free from the author, 17 Rectory Lane, Branston, Lincoln LN4 1NA).


§ Thomas of Moulton by Nancy Snowdon, which I reviewed in an earlier edition, is now available by post for £3.50 (inclusive) from Bookmark, The Crescent, Spalding, Lincs PE11.

§ Pigot And Co’s National Commercial Directory for 1828-9 covers 16 counties including Lincs. A very early listing of people and trades, it is extremely rare, especially with maps—a copy recently sold for £800—but it is now available on CD for £11.99 (including postage) from Mrs B. Green, 67 Main Street, Eborcaster, Scarborough YO13 9NR.