Sleaford Maltings  New faces in Georgian Lincolnshire
RAF Cranwell's motorway links  Early 19th century visit to Holkham
Alfred Ernest White  Deserted villages master class  Notes & Queries
Book reviews

Magazine of the Society for Lincolnshire History & Archaeology
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Lincolnshire Past & Present Editors: Hilary Healey, Ros Beever
Reviews Editor: Ray Carroll—Production Editor: Ros Beever

The deadline for contributions to the next Bulletin and the Spring issue of Lincolnshire Past & Present is Material should be sent to the Joint Editors at Jews' Court, Lincoln LN2 1LS. Articles may also be sent on disk, or as an email attachment to lindumcolonia@hotmail.com if hard copy is sent to Jews' Court.

Cover picture: Skating on the Maud Foster Drain (also known as Bargate Drain), Boston, in 1904. In the background is the gatehouse to the Horncastle Road Cemetery that was opened in 1855.
Editorial

A Happy New Year to all our readers! In this issue we look at a well-known and popular county landmark, the former Bass maltings at Sleaford, which received a boost when the Prince of Wales visited recently. Certainly this well-built and attractive complex deserves to be preserved and made good use of for the benefit of one of Europe’s fastest growing towns. In the same district, we learn how RAF Cranwell played a part in the development of the M1. What a pity they didn’t make a motorway of the A17 at the same time!

Rex Russell’s local history master class makes a welcome return, as does our ‘original document’ feature, with a contribution by Mrs E. M. Emmerson from the Peacock family archive. Look out for the LP&P Letters page—a new forum where you can have your say on local concerns and topics whether to do with history or not. Comments about this magazine would also be appreciated. Many of you will know of the artist A. E. White, and his great-niece Jean fanthorpe has kindly let us include two of his pictures in her short biography of him. The colours are lovely but we can only show them in mono.

It has been pleasing to find topics recurring, such as the ‘deserted villages’ item in this issue tying in so well with ‘lost parish churches’ and ‘Domesday ploughlands’ in the last one, with Skinnand getting a big mention! This long gone but illustrious place was unknown to me until about four months ago, but apparently it is where actor Sir Donald Wolfit’s family came from, although Wolfit himself was born at Balderton near Newark in 1902. Perhaps a reader can throw some light on the Skinnand connection—after all it’s not a million miles away from Balderton! There is a follow-up to steam threshing too—in the shape of steam ploughing. More pictures of Dunston Pillar, and I am most happy to tell you that we have a middle section of notes and queries again. Many thanks for your contributions.

Ros Beeveres, Joint Editor
Sleaford Maltings

Stewart Squires

The former Bass Maltings are believed to be the largest and finest maltings complex surviving in Britain. They have stood largely unused since malting ceased in 1960 and a subsequent fire damaged part of them. Their sheer size, a frontage of some 300 metres, comprising a row of eight six-storey pavilions, each with a three and two storey extension to their rear, has meant that a new use has, so far, been difficult to contemplate. However, optimism in the future of the town following the recent successful regeneration efforts under the name of Sleaford Pride, has resulted in a feeling that the time may be right to secure their future.

They were built between 1899 and 1905 by the Bass brewing group. Their purpose was to turn barley into malt for the brewing of beer. Barley was taken in and soaked in water in steeping tanks before being spread out on the malting floors. Kept in the dark but with a flow of fresh air, the grain was encouraged to sprout. When this happened it was transferred to a kiln for roasting to stop the sprouting process and turn it into malt.

The buildings were built by craftsmen using the finest brick and the fact that the damaged sections have stood without danger of falling down is a testament to the quality of the work. They are also a good example of large scale industrial buildings built with the interests of good architecture in mind. They incorporate the best of architectural principles in that they were functional but at the same time, pleasing to the eye.

They were one of the Lincolnshire buildings highlighted at the beginning of September by Radio Lincolnshire as part of their contribution to the interest created by the BBC television series Restoration. The Society contributed to this programme, highlighting the importance of their history to the town as well as to the nation. In addition, the architect commissioned by the North Kesteven District Council, Ian Tod of Allen Tod Architects, spoke about the work he is undertaking.

Mr Tod talked about their sheer scale. There is the equivalent of 50 square feet for each resident of the town. He highlighted that Sleaford is now a very successful market town with demands
WHAT LINKS CRANWELL’S RUNWAYS AND THE M1 MOTORWAY?

The answer goes back to 1955 when Cranwell’s first runway was laid. Money and materials were in short supply but there were huge demands for what little there was. The then Ministry of Transport was gearing itself up for the building of the first stretch of the M1. It was still a controversial matter—many thought it was a waste of public money and in any case it would have to be made on a very tight budget.

During World War II the amount of cement used on airfield runways had been steadily and drastically reduced until they were just strong enough to last out the final months of the conflict. There had been great progress in working out the ‘leanest’ mixes we could get away with. Most ‘DIY’ concrete has about one part cement to five parts of sand and aggregate, but for mass placement of commercial concrete this ratio is too extravagant.

The critical criteria involve getting a careful blend of different sizes of aggregate so that spaces between the particles are as small as possible and then carefully controlling the amount of water used—because it’s the water to cement ratio that gives concrete its strength combined with exactly timed mixing—not too short and not too long. It was decided that a full scale trial run of the chemistry, mixing methods and the placing and compaction of the ‘dry lean’ sub base, the upper ‘pavement quality’ concrete layer, and the asphalt top layer, should be done out of the public eye so that if anything should not go as expected—and they had tonip things up and start again—then the critics need not know. What better than to carry out all this test work on Cranwell’s much needed runway?

So, in 1955, the dozers and trucks, the rollers, spreaders and compactors, the continuous ‘dry lean’ mixers and the pavement quality batching mixers, the asphalt plant, together with the men with the chodolites, brooms and shovels, all moved into Cranwell and ‘got cracking’.

The first step was to strip off the grass, topsoil and subsoil until the top of the underlying Lincolnshire limestone was bare. On top of this a layer of crushed limestone was put down, which was carefully levelled and compacted. Then in came the big concrete spreaders and compactors. At 20 feet between the rails, these were the widest that had yet been used in the UK.

When all was ready, the continuous mixers were started. The resulting ‘dry lean’ mix was an amazing 19 to 1 (cement to aggregate) ratio with carefully metered water sprayed on—so little water that the end mix looked barely damp. This was whisked away to the spreaders and compactors where a thick layer of ‘sub base’ was laid and carefully tamped down, all this from the start being closely supervised by the MoT boffins.

The Industrial Archaeology Team welcomes this interest and will be looking to play a part in the consultation process. Much has been achieved in Stamford over the last few years and this has brought about repair and new uses for a number of former industrial buildings. Let us hope that the time is indeed right to secure the future of the maltings.

By Peter D. Stevenson, who at the time the Cranwell runway was being laid, worked for Robert M. Douglas (Contractors) Ltd of Birmingham, who did the job—on time incidentally.
TWO BLACK PEOPLE IN GEORGIAN LINCOLNSHIRE

Neil R. Wright

In Lincolnshire, as in other parts of Britain, there is now a richer mix of people from different ethnic backgrounds. Through the centuries new cultures have been absorbed, but they usually came from other parts of western Europe and some of the most recent newcomers are more noticeable because their skin is darker. In the half century since the SS Windrush brought the first workers from British colonies in the Caribbean to help the mother country after World War II, Britain has become even more multi-ethnic and multi-cultural.

In previous centuries as the British Empire spread around the globe and our ancestors developed the transatlantic slave trade (which, thankfully, was abolished in the 1830s) some black people did come to Lincolnshire. In 1774 Omai from Tahiti in the South Pacific came to England and was courted by society. He had his portrait painted by Sir Joshua Reynolds, the leading society painter. He visited Yorkshire and other places in the company of Sir Joseph Banks, and in view of Banks’ connections with Lincolnshire it is not impossible that Omai might have visited this county. Omai’s story had a sad end as he returned to Tahiti in 1776 but found it difficult to fit back in and died shortly after.1

Omai was rare in being fitted by high society. The following two incidents show that though there were black people in Georgian Lincolnshire, it is not always easy to find them in the historical record unless they did something special to draw attention to themselves. The first relates to a bastardy case, in which paternity was in dispute, and the second refers to the death of an individual who had been accepted as part of the street scene in Gainsborough. Thomas Scott was using an English name, and if the reporter of the Stamford Mercury had not drawn attention to the story we might never have known that Tommy was black.

In the late 18th century French Johnson (1722-89) was the schoolmaster in Kirton Grammar School (near Boston) and kept a diary in which he occasionally recorded incidents of local or national interest, including the following:

‘Anno 1787—In November, a girl named Elizabeth Reeson was removed by an Order from Stamford to this Parish, she being great with child, which she sware to a young Tradesman of Credit in the said Borough, for which, he gave security in a £100 bond to Kirton. One day in this month, she was brought to bed in this Workhouse of a live male child. But, how great was the astonishment of the poor midwife, when the infant was a perfect Negro, both in colour and features!! The impudent mother, being asked some questions respecting her connections, denied with the greatest assurance, of having dealing with any except the person above. But it was well known afterwards, that she frequently was seen with a black servant of an Officer then at Stamford.’2

Fifty years later the Stamford Mercury of 13 November included the following entry in the Deaths column:

‘Died, at Gainsborough, on the 7th inst., aged about 88, Thomas Scott, well known in that town and neighbourhood as Black Tommy. He was for many years an itinerant vender of black ink and matches, and was a most harmless man. He was a native of the Malabar coast, whence he was brought when very young by an officer in the East India Company’s service, and employed as his waiting boy: of his country or language he had no recollection.’

One feature common to both stories is that both people had become servants to officers at an early age. In the 17th, 18th and 19th centuries numbers of Lincolnshire people could have spent time working in various parts of the Empire and could have brought black servants back with them to England. And Black Tommy’s story shows that their names will not help us to identify their origins at this distance in time. From the 1851 census onwards we can see the place of birth of people residing in this country, but being born in Antigua or some other part of the Empire is not proof of ethnicity as some officials in colonies did have their British wives with them and sent their children home to school in Britain.

The stories show that there were black people in Lincolnshire in the 18th and 19th centuries, and though they may be difficult to find in historical record we need to remain open to the possibility of encountering them. The popular idea of people living within a few miles of their birthplace may be true of many, but it should be balanced by the realisation that even in a Lincolnshire village locals could meet people who had travelled from distant lands.

3 Malabar Coast—w coast of India/ Goa.
From Northorpe to Holkham in the early 19th century

I transcribed this account from a small notebook written in pencil. There is a note with the book, which says that he [Edward Shaw Peacock] used the knowledge learned on this visit on his farm at Bottesford.

The Peacock family first lived in Northorpe in 1740. Edward Peacock (1706-1782) farmed at Northorpe Hall and served as agent between his landlord and other lesser tenants. He conducted a large business as a flax dealer and owned land at Owston and Bottesford. The tenancy of the Northorpe farm was given up in 1830 but members of the family continued to live in the (old) Hall until 1866 when Mary Ann Ashton, the sister of Edward Shaw Peacock, died. In the 1861 census she is recorded as a widow aged 70. Living with her was a groom and his wife who was a house servant.

JOURNEY TO HOLKAM

Thursday June 29th 1820

Left Northorpe at 50 mins past one o'clock. Went to Southorpe, Dunstal, Aisby through Corringham Field then to Gainsborough got 10 bank of England notes one pound each. Then went to Lea. Keath, Burton Marton. Mr Wells Farm at Brampton then to Fenton. Mrs Cole had company a Miss Blyth and a Miss Dear. F. Wells and I went to see Kettlethorpe Church and the Hall the seat of Sir William Ingleby. Saw both barley and oats in car the first time this year.

Friday June 30th

Got up at half past one. Got some Breakfast at Fenton. The morning was very fine until we got to Lincoln racecourse then it began to rain very hard so we got into the first stable we came to at Lincoln until it was fair. Then we set off again but before we got half way to Bargates it began to rain again. It rained so fast I rock into a sweep's house stayed with him half an hour not likely to be fair so we went to Saracen's Head. Gave our horses some corn called the cook got another breakfast still it rained so hard we could not leave Lincoln then set off half past nine for Sleaford passed Dunsm Pillar [Dunston Pillar]. The only towns we went through were Leasingham and Holdingham. Leasingham is a very pretty village. Two old ladies of the name of Gordon live there. When we got to Sleaford we went to look at the church it is a very handsome one, could not see inside, then dined at the Angel Inn left Sleaford at 4 o clock. All the wheat very bad from Lincoln to Sleaford. Went through Kirby Barr [tell bar] then Heckington, the church the handsome I ever saw both inside and out. The largest plain window I ever saw at the East end of the chancel three quarters the same as Bottesford church. The seats are all numbered a very handsome pulpit on the south side. The Rev. Benn. Benson the Rector there... they have been putting in a very handsome stone font. Heckington is 3 miles from Sleaford then to Garrow 3 miles to Swineshead Moor we crossed part of Holland Fcn. Swineshead to Boston is 8 miles stopped all night at the Golden Fleece [at Swineshead].

Saturday morning

Left Boston at 3 o clock went through Kirton in Holland 4 miles from Boston then to Sutton 2 miles from Kirton then Fosdike Wash 8 miles from Fosdike Wash Sarazens Head. Whaplode Parish there Bulls Inn where we breakfasted then Gedney 2 miles from Bulls Inn. Then Long Sutton 2 miles from Gedney then to St Mary Tidds [Tydd St Mary] then to Rough Anchor 2 miles from St Mary Tidds. After crossing the river at Rough Anchor [now called Foul Anchor] we came to Terrington 3 ½ miles from Ferry then Church Walton 1 mile from Terrington then to Lynn 5 miles from Clench Walton [Cleinchwarton]. We dined at Lynn at the Sun Inn then set off for Holkham. Went to Gaywood 2 miles from Lynn soon after that we got lost but did not know it until we get to Gayton 4 miles from Gaywood stayed all night at the sign of the house [now Sunday] then set off... then to Robham. Both East and West there is a... of pasture or open...
common at these towns saw also several polled cows. Rodham is 5 miles from Massingham. After leaving Rodham it began to rain very hard got under an oak tree for shelter where I am now sat writing. It continues raining so we left the tree and put our horses up then gave them some corn and lunched ourselves at a small Public House the sign of the King's Head at the village of Syerston (Syonstone). The church steeple is a round one. From thence we went to South and North Creek [South and North Creake] 4 miles from Syerston from whence we went to Wells we passed Holkham Park before we got to Wells. Soon got in had some tea then walked into the town went to the Methodist Chapel. Did not stay long there went to bed at 11 o'clock.

Monday July 3rd 1820
Breakfasted at the Fleece Inn where we first stopped at Wells our beds were in the Town. After breakfast we went to Holkham we went to the Hall when we got here Mr Cooke had been gone some time so we rode as far as we could to Langlands Farm. We first saw the pigs - saw a Neapolitan bear (The Duke of Sussex and Lord Earskin were in the Langlands with Mr C) from the pigs went to the... in the Barn clipping South Devon Ewes. From there we went to see the horses shown for the Pr... Then went to see the implements in the yard. From there we went to see Mr Oak's Farm. When we got to Mr Oak's farm Mr Cooke said he was not able to ride round the farm with us but his friend the Earl of Albemarle would. Mr Cooke did not intend showing this farm this year as the tenant had only had it for 2½ years. Mr Oakes had improved it so much that he was ready to show it a year sooner than he intended... people would ask what questions they liked and find fault with everything they disapproved of Lord Albemarle and Mr Oats would answer questions.

I asked Lord Albemarle if Mr Cooke Jr was at home as I knew him he said that he was expected... Lord Albemarle gave me dinner tickets for both myself and Mr Wells. As I was riding across a ploughed field I came across a shabby old man on a poor mare came up he entered into conversation. He had a long piece of thin board and a small spade in his hand. He asked me if I came out of Lincolnshire as he wished all Lincolnshire farmers to see Mr Cooke. He introduced me to Mr John Elman son who writes in the Farmers Journal. The old man was very much noticed by Lord Albemarle and Sir John Sinclair and Mr Curwin. The Duke of Bedford got me a very good place at dinner and after dinner he took me into the statue room where we stood at the back of Lord Albemarle and heard all the speeches Went to Wells to tea stayed the night.

Tuesday morning
Breakfasted at Wells went to see Mr Cooke's Devon beast saw a fat Gallway a black one. Hay making machine turning hay. I then went to the Hall to see Williams met the gamekeeper he took me to the house whilst he found Mr Cooke. The gamekeeper could not find him on his own. A black servant came to me and said his master was on the lawn we went to. He was very polite and took me to the Marble Hall and asked the bailiff to let me pass wherever I wished. He said he must be in London on Thursday morning but if I would stay a few days after Wednesday he would ask Black to show me over the whole of the Park Farm. Lord Albemarle in the morning desired Mr Black to get me into the statue gallery to dinner but he said it would be quite impossible as all the seats were then engaged. After dinner Mr Whitworth came and asked me and Mr Thomas Grant to go into the gardens. Saw two large Mulberry trees trained to the wall one is 33 yards long. Went to Wells to tea and stayed all night here.

Wednesday morning
Went to see the sheep that were killed on Tuesday. Then I went with a stranger to see the drilled seeds they were very fine. Then went to see the cottages at Holkham took a plan of them then went to Mr Bloomfield's farm. My old friend Whitworth would have me go and see the dairy. The Duke of Devonshire and Mr Curwin were there. Mr Curwin recommended Mr Bloomfield to give his cows 4 ounces of Rocksalt a day each when they were eating turnips. He might then let them have the tops as he was sure the butter would have a very unpleasant taste. Then I asked him how it was to be given. He told me I should... it and give it to them amongst cut meat if we gave our sheep everyday on some small pieces of tile then they would go and lick it and we should never have the rot. The Duke of Sussex then came into the dairy so the conversation stopped.

Returning home Mr Curwin and I rode near two miles by ourselves he gave me a full account of the manner of using salt but recommended me to see his address to the Workington Agricultural Society which he had just published. Dined at Holkham and heard Lord Albemarle and Lord Earskin speak also Admiral... son a youth about 18 year old saw the prizes distributed then set off for South Creek [South Creake]. Gervis Wells with me and as Francis Well's mare was lame he had not ridden her so was to meet us there. We were the first so we rode on but as he did not overtake us after we had gone three miles we went back again and found him at the public house at South Creek. Supped and stayed all night there.

Thursday
Set off next morning at 5 o'clock for Lynn we passed through Hillington a very pretty village the seat of Sir Martin Brown (and 1 other) it is 8 miles
from Lynn 4 miles before we got to Lynn we passed Castle Rising
there is the remains of an old Castle about a mile from
the right hand of us from there we went to Lynn then over the river and we went
through Clench water [Clenchwarton] and
Terrington to Cross Keys was the same road as we went. Crossed the Wash and
day, for Sleaford to breakfast then to Swineshead Bar 1½ then to Heckington
Long Sutton which is two miles from 3½ then the same road as we went for
Sleaford where we breakfasted then to Lincoln the Old road, gave my horse
some corn then I went to Ingham to dine stayed tea there and came home to
Northorpe by Fillingham, Glent-worth, HargewellYawthorpe Duastall. Called
to tell Mrs Wells that I left Mr F. Wells at Lincoln and that he intended to go to
Fenton. Then Southorpe and got to Northorpe at 8 o'clock.

LP&P Letters

A new feature—where readers can have their say about local issues. We welcome both replies to letters and new comments. (Any views expressed will not necessarily be those of SLHA.)

LIBRARY CHARGES

Dear Editors,

I have recently learned that Lincolnshire Library Service has greatly increased its charges for library loans from outside Lincolnshire from 75 pence to £2.50 (plus copying charges where applicable).

To someone like myself whose research (‘Kirk and Parry’ of Sleaford, London and various other places) is widely based and is in a field where background reading is essential, such a hefty increase in costs is a serious hindrance. To be more blunt, the charges could be regarded as undermining serious research by private individuals and (unintentionally) an attack on the higher levels of intellectual endeavour. ‘Dumbing down’ I believe it is called in a BBC context.

What really annoyed me is that the charge for loans within Lincolnshire has been cut to a third—25 pence. In effect, those seeking enlightenment outside the county are subsidising the ‘parochial’, as though the latter were somehow ‘better’.

It will be pointed out that other counties levy similar charges for loans via the British Library, to meet the latter’s charges (or rather, part of them). Lincolnshire does not and to that extent, access to the wider context is vital. Personally, with these sort of costs to obtain vital books, I no longer see any reason to donate, free of charge, information or documentation to the library service—they who charge should expect to pay! Have other readers any views—ideas on how to reverse the decision (unlikely), or ways round it? Presumably all academically-inclined specialists are affected—not just historians and archaeologists.

Yours sincerely

M. J. Turland, Sleaford
DUNSTON PILLAR

Our recent feature on Dunston Pillar has elicited a good response, mostly in the form of views of the site, including old postcards. Some of these show George III's statue in better focus than our picture, although with its being so high up none is that clear! We long for an early telephoto lens! Reproduced here, by kind permission, are pictures kindly lent by Chris Padley and James Albone. Several other pictures and photographs are noted, which we hope to show in a future edition.
A Lincolnshire Artist
Alfred Ernest White (1873-1953)

Jean M. Farnhorpe

Roman Bank. Meanwhile Ernie had secured a wooden studio on the north foreshore where he daily painted portraits ‘while you wait’ for the holidaymakers, still producing his postcards (many sold as originals in Annie’s shop), collected flat shells from the beach upon which he painted, and produced even more oil and watercolour works.

He was a dapper man, who always wore a bow tie and generally a trilby hat too. He was a prolific artist, working as this for the whole of his adult life, and his legacy is the many works of art he left behind.

I am a mature student part way through a Master of Arts degree through the University of Lincoln’s School of Art, and am endeavouring to compile a catalogue of all White’s known works, whether in oils, watercolour, pen and ink, postcards, pencil sketches, painted shells, and even unfinished works.

I would very much like to hear from anyone who has a work by A. E. White (not to be confused with Alan White—signing himself A. White) with a view to either photographing the picture myself if possible or, alternatively, the owner providing me with a photograph. I would also assure anonymity, as names and addresses will not be divulged in my work.

The artist died at Skegness in 1953, but there is still a possibility that someone may have memories of him, and I would love to hear from them also.

A. E. White, my great uncle, was born in Lincoln in 1873, the son of a cork sock manufacturer on Brayford Head. White trained at Lincoln School of Art and worked at his craft in the city, producing oils and watercolours of Lincoln’s historic buildings and surrounding area, also postcards (often humorous), drawings for advertisements for Lincoln businesses, and sketching for the Lincoln Leader and other publications.

In the early 1920s, after a late marriage, Ernest and new wife, Lincoln dressmaker Annie Higgins, removed to Skegness where eventually Annie opened a little shop in their sitting room at 21

Skegness is so Em-bracing

Above ‘Newport Arch’, oil on board, 1906
Above left ‘Skegness is so Em-bracing’
- original postcard c 1920s-1930s
54.1 Dangers of early steam threshing

Dr Philip Townhill enjoyed Ken Redmore’s article in LP&P 53 on early steam ploughing and has sent the following information on a closely related topic:

In a family Bible there is an entry regarding a Richard Boyce of Bardney who was married to an ancestor of mine, Alice Townell [the spelling changed to Townhill later]. The Bardney burial register has: ‘Richard Boyce... killed by a ?threshing? (indistinct) machine...’

I am a member of the Lincolnshire Family History Society, and as you will know, a Mrs Theresa Williams supplies their magazine with extracts of items from old newspapers. In brief, I contacted her and she sent me the following that may interest you and be relevant.

Lincoln, Stamford and Rutland Mercury—Friday, 23 January 1857 p5:

“A few days since Richard Boyce of Bardney, whilst working on a Threshing Machine, slipped, and one of his feet getting entangled in the machinery, was so much injured that, upon being conveyed to the County Hospital, it was found necessary to amputate the leg above the knee.”

Lincoln, Stamford and Rutland Mercury—Friday, 30 January 1857 p5:

‘ACCIDENT AT BARDNEY

On Tuesday died at the County Hospital, Richard Boyce, cottager and a Threshing Machine owner, who, on the 15th instant, sustained severe injury by one of his legs being entangled within the wheels of his threshing machine.

Mr Hanson and Mr Broadbent attended him at Bardney, but from the extent of the injury, at their recommendation, he was sent into the Hospital, a consultation was held, when amputation was considered necessary, which was immediately performed by Mr Snow.

For three or four days he [Richard Boyce] improved, but inflammation of the veins having supervened, death on Tuesday morning took place. The deceased blamed no one, the injury having occurred from his foot slipping into the machinery. Verdict ‘Accidental Death.’

If you ever come across anything to add to this I should obviously be interested.

Philip Townhill

54.2 Pits, tits or hobbies?

Mig Miller of Belton in Axholme has raised an interesting query. She noticed the reference to pit ponies by T. W. Beattie on page 233 of Agricultural Revolution in Lincolnshire, and asked me about this. I did not remember it, having read the book a very long time ago, and my first thought was that perhaps the writer had confused his notes and was thinking of the Wildmore ‘tits’ whose existence in the pre-enclosure fen north of Boston is referred to by a number of writers. [Having said that I cannot locate the original source—help, please!] I came across ‘tit’ as a type of carriage horse in a Georgette Heyer novel (current escapist reading!). She always seemed pretty good at her research, though it would be interesting to know the present opinion on this matter. To my surprise even my 30-year-old concise Chambers dictionary has ‘tit’ as a small horse. I have also now found a reference to ponies for coal mines being bought at Horsecastle Horse Fair, so probably this is Mr Beattie’s connection. But was he confusing the two?

Hilary Healey

54.3 Medieval stained glass

On a visit in 2002 to the Lincolnshire Archives, I was interested to read the article by Hilary Healey (LP&P 40, 2000) on medieval glass from the South Kyme Priory site. I have been carrying out research on two windows, which are documented to have been placed in the Great Hall of Kyme Castle by Gilbert de Umfraville, circa 1340. The windows contained eight coats of arms, and the Herald during the Lincolnshire visitation of the 1590s copied them. The College of Arms holds the original document, with a further copy at the British Library. How was such glass commissioned [then] and where would it have been made? A call to the Worshipful Company of Glaziers revealed that the glass could have been made either in the Low Countries or in England. If the latter, as glass was almost exclusively for ecclesiastical use,
Queries

perhaps it was made in Lincoln or on site at South Kyme. If glass was made locally in some quantity for the Priory, the Umfravilles would have been able to avail themselves of this expertise. It would appear from Hilary’s article that the fragments were found closer to the priory site than to the castle, but the distance between them is only 100 metres. Also, a heraldic lion would appear to be portrayed on one of the fragments of glass found. Would it be possible to find out if the glass was examined to ascertain its origins, and is it possible to place such early glass to specific places of production?

Richard Gravestock

54.4 Museums in Lincolnshire—all change

Most readers will be aware of the progress of the new City and County Museum in Lincoln, the saga of which has received a lot of publicity over the years. The building is now taking shape on Danesgate. One of the many notable finds on the site was a mosaic corridor floor, which will be on show in the new premises. Since the old City and County Museum closed in 1993 there may well be readers who hardly remember visit! People living in Boston Borough and South Holland District will also be aware that the museums in both area are, Boston’s Guildhall and Spalding’s Ayscoughfee Hall respectively, are closed at the time of writing. This is an unfortunate coincidence, as it deprives us not only of access to two very important brick buildings in the Lincolnshire Ians but also the collections, displays and local exhibition facilities that interpret the area’s history. Obviously the work to come will bring tremendous improvements. The past use of, and the various plans for, both buildings, are very different, and although there is not room for all the detailed proposals in this magazine we shall be pleased to consider comments from any of our readers. We had no response to a related article on artefact collections ('Hoard or Deposit?' by Barbara Harbottle, in Lincs P&P 43) but perhaps the more specific local heritage issues will arouse some interest! To avoid accusations of bias I must also mention that the museum part of Alford Manor House, in East Lindsey, is currently closed for a make-over.

Hilary Healey

54.5 Lost Parish Churches

(Ref J. E. Swaby’s article in LP&P 53). Trollope's Sleaford and the Wapentakes of Flaxwell and Aswardham may cast further light on the subject (Trollope was of course, inter alia, Rector of Leasingham from 1843; and FSA). Roxham near Leasingham (Trollope agrees that this is the correct name, not Roxholme—a hamlet not an island!). Trollope says there was a chapel at Roxham, last heard of in 1560, site now (1872) unknown but probably near the old manor house (Old Hall Farm on modern maps; south west of which on my 2½ inch OS of 1887, is 'St John the Baptist's Church (site of)’ confusing the issue further! Leasingham itself—Trollope says that before the close of the 12th century there was certainly one church on the site of the present one; and probably a second, St John the Evangelist, which definitely stood on 'the rising ground north of the remaining church'. The two separate rectories were united in 1726. As late as 1842, White's Directory distinguishes inhabitants of 'North Leasingham'. Roxham and Leasingham are separate parishes now but Roxham was part of Leasingham parish until the 1880s—however referring to the civil parish (Victoria County History asserts that Leasingham ecclesiastical parish in 1901 includes Roxholme). Trollope does say that the chapel at Roxham was 'annexed to the church of Leasingham' [but which? The now vanished one, ie north church presumably]. This suggests there are two lost chapels/churches in Roxham and Leasingham respectively. (Or they are the same—but Trollope clearly did not think so.) A lost church that Canon Swaby does not mention is that of Old Sleaford, which disappeared in the 16th century, the last vicar appointed in 1538. It is usually referred to as ‘St Giles' but Trollope says that in 1397 it was All Saints. Interestingly Rushton, near Leasingham and Roxholme, also had a rectory and a vicarage, but in this case, only one church.

Michael Turland

PS Does St Lucia Dumbleby count as 'lost'? The new church of 1867 is after all 500 yards from the old site.
DESERTED MEDIEVAL VILLAGES

HOW DO WE KNOW ABOUT THEM?
WHERE ARE THE SITES?


These books opened the eyes of anyone willing to have them opened. They proved that hundreds and hundreds of villages that had existed in medieval England no longer existed. Beresford and Hurst listed 2263 such sites in medieval England, and more within Scotland, Wales and Ireland.

The list of such sites in Lincolnshire (known in 1968) contained 220 village names, in the East Riding of Yorkshire 132 names and in Nottinghamshire 67.

The evidence for deserted villages

How do we know, how can we get proof, that villages used to exist in places where today there may be an isolated church, or a single farmstead, or merely a pattern of bumps and bumps divided by banks and ditches and approached through a stoken trackway in a grass field? In many places bull-dozing and intensive arable cropping have destroyed (mainly since 1930) any visible evidence of the site of a deserted village.

So how can we know that such villages existed?

We have seven main sources of information, seven kinds of evidence.

1. There is what is still visible on the ground. In Lincolnshire the clearest evidence of houses and other buildings exists in the limestone areas where the walls may still stand up to three or four feet high. Gainthorpe, Rischoleme and Raventhorpe all provide such evidence and roads are clearly outlined (sometimes by walls) at Gainthorpe. On other sites, in the woods or the clayland regions, it is not possible to see house remains, but roads show up clearly and as one walks along them one can see boundary ditches and banks between the sites of former farmsteads. Occasionally a few gravestones exist next to the turf-covered walls of the former church, as at Snaefield near Homecaster. On other occasions (in this area) the whole outline of the former church building is perfectly clear - as at Claxby Puckleacre. Sometimes the ruined church still stands, as at Calceby, on a deserted village site. (The present policy in Lincoln Diocese of demolishing some redundant churches - Moory, Miningsby, Salmonby, for example - robs us of part of our heritage, of valuable historical evidence.)

2. The increasingly abundant evidence of aerial photography. This has revealed, time after time, the whole pattern of abandoned settlements with the ridge and furrow of their surrounding fields limiting the area of building. Even after bull-dozing and ploughing such patterns may still be discernible on aerial photographs: the roads, the house sites and the property boundaries, although levelled, may still be seen from the air as soil markings.

3. The evidence of excavation. Skilled archaeological excavation, such as at Wharram Percy in Yorkshire or at Goltby and Riseholme in Lincolnshire, has revealed much of the buildings and of the lives of past medieval communities. There remains much to see, collect and identify on these sites destroyed by bulldozing and ploughing. House plans can be revealed, the church site may become obvious, pottery finds are plentiful because pottery is hard to destroy and remains on the sites (dustbins and waste collections are very modern inventions). On some sites metalwork survives well - spurs, horse-shoes, keys and locks. Both pottery and metalwork provide dating evidence for the occupation and the desertion of a site.

4. The evidence of documents - medieval and later documents - examples will be quoted later.

5. The evidence of place names. In Lincolnshire a good many parishes have 'double-barrelled' names: Roxby cum Risby, Ashby cum Fenby, Withern with Stain, Strubby with Woodthorpe, Raithby cum Maltby, Holton cum Beckering, Saxby with Ingleby, Aby with Greenfield, Asgarby and Howell, Gunby and Staiby, Wymelle cum Hungerston. This list is not at all complete! Why and when were two parishes joined together? We know that, in some cases, the answer is the depopulation of one of the pair (Beckering in Holton cum Beckering, Risby in Roxby cum Risby). The bishop unites the
The tradition of this place being ‘exceeding infamous for robberies’ etc was long-lasting. It was told to the present writer in 1954 and was given as the reason why the main road north (to Brigg and Barton from Lincoln) leaves Ermine Street and goes through Redbourne and Hibaldstow to avoid the thieves of Gainsthorpe.

We do know that de la Pryme saw the deserted village of Gainsthorpe: we can today still see ‘three streets very fair’ and we can see that de la Pryme exaggerated greatly about the number of buildings visible! For how long had it been deserted when de la Pryme saw it in 1697? We do not yet know, but there is evidence that desertion took place before 1616 when a survey of Crown property reported:–

‘...as touching Gamblethorpe... there is neither tenement or cottage standing, onlie the ruynes of the towne appeareth at the south end of the lordship, and about half a mile to the North is the ruynes as it seemeth, of the Church, and some farmhouse near it. It is now a spacious sheeppasture and some arable landes, and a warren, containing more a thousand acres in the whole. It keeps 1500 sheepe, and the tenants of Hibaldstow, under colour of their copie, enjoy most of the profits.’

(The 1824 Ordnance Survey map marks ‘Church Hill’ north of Gainsthorpe.)

The Diary of Abraham de la Pryme was published by the Surtees Society in 1870. The following further quotations from it will indicate its relevance to deserted villages:– 1696 ‘...I made another journey, and that was to Ranstorp [Ravenithorpe near Scunthorpe] to enquire for antiquities there. I find... that there has been a town there, as is apparent from the foundations of many houses. I was showed a place... which the constant tradition of the inhabitants says was a chappel, and the close is called Chappel close unto this day...’

1696 Kettleby near Brigg ‘...This Kettleby hall has been a very fine structure, but they are now pulling it down. There are stables with almost as fine carvings in them as ever I saw in my life.’

1696 High Risby (near Scunthorpe). ‘At Upper Readby there has been a pretty large handsome town formerly, but now ’tis all vanished but one single large farmhouse. There has been a pretty large church here, well-built, as appears from part thereof now standing, and the tradition of the place says that it has had four bells, two of which were broke, and the other two given to the church at Roxby, within the memory of man.’

The church of St Bartholomew had been united with Roxby in 1631/1632: it was described as being in great decay in 1602.

A seventh source of evidence is the modern Ordnance Survey map. In Lincolnshire these maps show named parishes within which there is now no village settlement. For example, Biscathorpe, Wispington, Acthorpe, Rand, East Wykham, Panton, Newball, Boulton, Gotho, Haugh, Claxby-Pluckace, Tothill, Diby, Waddingworth.

Writing Exploring Villages (1958) Jesselyne Finberg wrote that the village only exists as the capital or heart of its little territory, the parish, on which its life depends. In many of our parishes that are now without a village settlement the parish now gives life only to a farm or two or three farms. The villages have been deserted. These maps can help our search for deserted medieval villages in three other ways. We can look for isolated churches, churches without adjacent villages, and this may lead us to a deserted or much shrunk village. We can search for churches situated within private parks.

1 I am indebted to the late Mrs Ethel Rodkin for all this information on Gainsthorpe.

2 Last Churches and Chapels in Lincolnshire. From 7th Annual Report of Lines Old Churches Trust. 1959

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Brocklesby and Hackthorn are two such examples, and Scawby and Riseholme are others. Have we evidence here that a village site has been moved outside the park? At Riseholme the deserted village site exists within the park, over the ornamental water in front of the big house. We should seek out farm names that may have been place-names; such names as these are suggestive of settlements: Aetherpe, Gisby, Somerby (near Gainsborough), Bleasby, Kettleby Thorpe, or Southerpe.

We have given seven main sources of information: seven kinds of evidence for deserted medieval villages. We must give examples of the evidence to be found in documents. Keith Allison's book Deserted Villages (1970) is the easiest guide to relevant documents.

Certain Acts of Parliament confirm the facts of depopulation and prove that the problem was recognised in the 15th and 16th centuries. Between 1489 and 1597 no fewer than eleven Acts were passed in attempts to stop depopulation. (See p 229 in Bland, Brown and Tawney: English Economic History: Select Documents, (1914). Quotations from the Proclambs of two such Acts will show their relevance:

1515. 7 Henry VIII c. 1. An Act Avoiding Pulling Down Of Towns

'The King... calling to his most blessed remembrance that where great inconvenientes be and daily increase by disloca-

tion, pulling down, and destruction of houses and towns within this realm, and laying to pasture lands which customably have been manured and occupied with tillage and husbandry, where idleness [unemployment] doth increase, for where in some one town 200 persons, men, women and children, and their ancestors out of time or mind, were daily occupied and lived by sowing corn... breeding of cattle, and other increase necessary for man's sustenance, and now the said persons and their progenies be diminished and decreased, whereby by husbandry... is greatly decayed, Churches destroyed, the service of God withdrawn, Christian people there buried not prayed for... market towns brought to great ruin and
decay... to the high displeasure of God and against his laws and to the subversion of the common weal of this realm...


Forasmuch as... sundry [persons] of the King's subjects of this realm, to whom God of his goodness hath disposed great plenty and abundance... now of late... have daily... invented ways and means how they might accumulate and gather together into few hands... great multitude of farms... and in especial sheep, putting such lands as they can get to pasture and not to tillage, whereby they have not only pulled down churches and towns and enhanced the old rates of their rents... by reason thereof a marvellous multitude... of the people of this realm, be not able to provide meat, drink and clothes necessary for themselves, their wives and children, but be so discouraged with misery and poverty that they fall daily to theft, robbery... or pitifully die for hunger and cold...

Two relevant passages from books on Lincolnshire help us to understand the reason for eleven Acts against depopulation. The local major families who had to enforce these Acts instead ignored them. Why was this? Because they themselves were the depopulators! Maurice Barley pointed out this fact in Lincolnshire and the Fens (1952) when he wrote (p115):

"Where monks showed an example [of depopulation], the gentry of the fifteenth century onwards followed. In 1631, the list of 'depopulators' who had been dealt with by the Council included the names of Hussey, Ayseough, Whitchute, Carre, Wray, Rossiter, Tyrwhitt and Bussey - the best known families in the county."

Joan Thirk in English Peasant Farming: The Agrarian History of Lincolnshire from Tudor to Recent Times (1957), writes of the depopulation of Oscombe, near Horscastle (p164) and of Redbourne and Withal.

"At Oscombe on the wolds a loud protest from the person in 1633 tells us that the lords of the town had turned the fields into pastures and sheepwalks."

Two further classes of document that throw light on deserted villages are (1) taxation records and (2) church documents. R. E. Glasscock has written on The Lay Subsidy of 1334 for Lincolnshire (Reports and Papers of the Lincolnshire Architectural and Archaeological Society, Vol. 10 Part 2, 1964). He shows that 104 villages that became deserted were named as living communities in 1334. Of these, 54 were assessed as separate taxation units and 50 were linked with adjacent settlements for taxation purposes.

Of the church documents the Visitations Records are of great value and some of these have been printed in the Lincoln Record Society. Quotation follows from volume XXIII (published in 1926), on parishes that are now either deserted or much shrunken.

Rischole, 1692. "Sir John Hird parson of Rischole... and vicar of Bishop Norton (and there resident), he hath no curate at Ryscole, for the Church with the whole town saving one house is ruinated and down.

Rischole - here the churche ys utterly ruinated and the churchel likewise, with all the bells and ornamente and books. There is little hope to have the churche re-edified for... there is not above one parishioner. Sir George St. Pole knight ys owner of all the townse. The parson ys willing to repair... the churchel upon the re-ediifying of the church."

"East Wylkem near Ludford) ...both churche and churchel in some decay and likely to be in more want, for... there are few or no parishioners.

Somerby (near Brigg) ...there is no parishioners but only the lord, Mr. Rosester... in whose hands are all the tenements."

The older county directories are worth looking into for statements about shrunken or deserted villages. The following extracts are from William White: History, Gazetteer and Directory of Lincolnshire of 1842.

Clasky Pluckacre: 'The Church (St Andrew) fell down, for want of repairs, about a century ago...'

Scrafield: 'The Church (St Michael) went to decay many years ago, and no traces of it now remain, but the churchyard is still used as a burial place.'

Aby: 'The Church (All Saints) having become ruinous, was taken down many years ago...'

Calceby: 'The Church (St Andrew) is in ruins...'

Walmgate: 'The Church was standing in the early part of the seventeenth century... but no part of it now extant, though the site may be traced...'

Ketsy: '...had a rectorial Church (St Margaret), of which some traces now remain...'

White's Directories cannot be expected to be accurate in every case, but they are well worth consulting, even if they may be misleading. White was not correct about Brackenborough - his entry reads: 'formerly having a Church, of which no remains are now extant, though the site is known.'

Occasionally but happily when searching for something quite unconnected with deserted medieval villages, one finds a surprise item such as this report in the Stamford Mercury dated 7 November 1862 (under Alford): '...A terrier dated 1707, 'Aby with Greenfield'... alludes to the pulling down of Aby church in the following terms: "Great confusion being occasioned in the times of the unhappy usurpation, the church, steeple, and chancel were pulled down by Sir Henry Vane, the bells sold, all the walls and..."
stone carried away, nothing remains but
the bounds of a church-yard... No
church or chancel, so neither bells, sur-
plies, or utensils, excepting a chalice of
silver weighing 6oz."

Stamford Mercury: 25 November 1842,
p2, c4, foot of page.

"The deserted village". The melancholy reality of what Goldsmith so viv-
idly pictures in the poetical offspring of
his imagination, is to be found in the
village of Skinnand, about a mile from
Navenby, on the Cliffe-road. The village,
once a populous one, has dwindled down
to the scanty number of 18 or 20 inhab-
habitants, with three or four crazy old ten-
ements for their shelter. Of it, it may liter-
ally be said that desolation saddens all
the scene. Even the man of God has for-
saken it, as if to mark it with utter deser-
tion. There the sound of the gospel is
heard only at intervals like angels' visits,
beneath the roof of the thatched cottage.
The church has been suffered to crumble
away until scarcely one stone remains
upon another: a few mounds of earth,
two or three grave stones, and a few
loose remnants of the sacred pile in the
centre of a field, without a boundary to
distinguish the consecrated spot, are all
that remain of what was hallowed to the
instruction of the living and the repos-
ition of the dead. The spot of the Rectory is
scarcely distinguishable: an old plum
tree, and a few scattered snowdrops...mark the site of the pastor's garden. The
very fishpond is dried up. Some years
ago one of the church bells was fished
out of a well adjacent—a proof of the
care of the Rector's over the building.
The Rector is the Rev T. Farmer, and
on the ecclesiastical returns the income
is set down at £85. This statement... is
not... exactly true; there are 90 acres of
land, and estimating the rental at the
low sum of 30s per acre, the income is
more by £50 per annum than it is stated
to be. This, however, is found to be
generally the case in the returns of the
state-church ministers!"

These pages will not deal with the
reasons for the existence of deserted
medieval villages. For the great major-
ity of the sites in Lincolnshire the
reasons for desertion, and the causes of
decapitation, are not known.

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The Unknown County—1

A colleague has kept a cutting from Living History magazine, May 2003. The caption reads:
A Lancaster flying over Rutland Water near Uppingham. This was one of the reservoirs used for training by 617
Squadron before the raid.

— How old is Rutland Water?!

WINTER QUIZ 2003/4

LINCOLNSHIRE CARNIVAL OF ANIMALS

• Name Guy Gibson's dog
• And Fred Dobson's fictional cat
• Where in Lincolnshire can the grave of an elephant be seen?
• Where can be found a bear, a bee, a butterfly and a bat all carved in wood?
• What park is the home of a lion, painted by vandals in the early 20th century, but now smart and white?
• There are more of these birds in Lincoln than anywhere else in the country
• But there are not as many of these birds for the time being!

The Unknown County—2

In a new book, The Story of the Fens, by Valerie Gerrard (about which, more in the next issue of LP&P) the fol-
lowing caption appears with an illustration of Crowland's famous bridge:
The triangular bridge at Crowland. Today, cars and pedestrians pass under the bridge as the river has taken an-
other route.

Clearly the author has not herself tried taking her car under the bridge!
This section aims to list all new titles with as many short reviews as space permits. Reviews are by the reviews editor unless otherwise stated. Most titles are obtainable from Jews' Court bookshop, Steep Hill, Lincoln.


This fascinating and lively book has been published several years after the death of its author. It presents an interesting story, not only of the Rev. Partridge, but also of everyday life in late 18th and early 19th century Boston. Partridge came to Boston as a curate 1773 at a time of deep unrest, and after several other appointments in the area he became vicar of Boston in 1785 and remained until his death 35 years later. For the first twenty years of the nineteenth century he kept an account of his daily income and expenditure. He was one of Boston's wealthiest citizens, keeping a good table and cellar.

The author chronicles the vicar's life in great detail, using Partridge's own writings to great effect, although not always giving details where these may be found. Many subjects are covered including the story of flooding in 1811 and quotes from his suggested verses for gravestones. Partridge was a Magistrate and had an obsession with drunkenness becoming funereal in respect of law and order in alehouse and inn, particularly during the war with France. He was interested also in the way the Parish Registers were maintained, and tried to improve their accuracy.

The penultimate chapter deals with Partridge's thoughts on the hereafter and the lack of man's knowledge of the subject. The book closes with his Will in which he left everything to his children.

Anyone interested in Boston or political thought during this period should make sure to read this book as it gives a captivating insight into the life of both the rich and the poor. It is comfortably written, well illustrated with small black and white pictures of the town and some of its leading citizens. It provides easy reading for both the serious and not so serious reader.

Pauline Napper, Boston


In its comparatively small compass this booklet provides the enquiring visitor to Lincoln Castle all that is needed to make the trip as enjoyable and interesting as possible. It will also, afterwards, be a very pleasant reminder of what was seen (or missed); a short list of further reading will point the keenest to study further those strands of English history related to the castle. The text is very readable and there are over 100 colour photographs, which display every aspect of the castle's remains and reveal its present uses for pageants, fairs and re-enactments of episodes in the city's history. Very good value.


Medieval castles, small enough to fit comfortably into a pocket, is a remarkable achievement. Deceptively accessible and easy to read, one might be lulled into underestimating its true weight. For the authors have succeeded in the most difficult task: to give a wide-ranging introduction to a subject while at the same time encapsulating all that is essential. The book is designed to inform the newcomer to castles and it does this remarkably well. Approaching its subject in a thematic rather than a chronological order, it covers all conceivable aspects of the castle in the Middle Ages, from the symbolic role of the castle as a mark of social status to the castle in war and the siting of castles in the landscape. Moreover, it introduces the reader to the historical development of castle studies and the chapters on the contribution of various academic disciplines (archaeology, geography and architectural history) to our growing awareness of the complicated role of the castle in medieval society.

While the concise nature of the book cannot give endless detail, it leads the novice in all the right directions and points to further reading for those who have been inspired to seek more information. It also gives practical advice on visiting castles and understanding what there is to see. Thoroughly recommended.

Pamela Marshall, (Chairman, Castle Studies Group), Potter Hanworth


We are indebted again to the author for another selection of old pictures, particularly as Sleaford has been somewhat neglected recently. Here are 32 pictures from 100 years ago, 23 more cover the same period in the villages.
around the town. The use of high quality paper shows these old photographs at their best; they will be a source of wonder to the young and of nostalgia for older readers. There have recently been three books of illustrations of Heckington; four of the five here do not appear in these books and the fifth is much better shown in this booklet - indicators of the range Mr Croft has drawn on and quality reproduction.


This volume puts together two titles originally published in 1996 and 1997 (the book on the Wolds was reviewed in Lincolnshire Past & Present, no 32). So, for these readers who missed out on these titles on their first appearance now is the chance to catch up. They show a wide range of illustrations; seven sections cover the main coastal towns from Boston to Cleethorpes, while a further seven cover Market Rasen, Horncastle, Alford, Spilsby, Louth and local village scenes; a further section ('The Tennyson legacy') shows places associated with the poet's youth in the county. Typically, great use is made of the work of several of the county's early photographers as well as press pictures of notable local people and events. This is well up to the author's previous publications and it is a cause for lament that this is presumably the last to come from his pen. Excellent value.


The author was born in Lincoln at 2 Eastfield Street in 1916 and now lives at Cherry Willingham. There is very little here on the local scene. We are given a personal account of the time the writer spent in the forces. Unluckily he became a prisoner of war with the Japanese. Luckily (since so many did not) he survived and his story deserves a wide readership especially among those too young now to know what such prisoners endured.


The author's unusual approach is suggested by the title's wording. The lives and (some) events of our rulers provide the 'bread' and local historical activities in Hemington provide the 'filling'. The wider historical context is quite often flimsy or inconsequential but the local material shows that much research in secondary and a wide range of primary resources was undertaken. A long section deals with the Hussey family including bailiffs' accounts and the will of William Smyth (1582), who owned the estate before the Husseys. A further ten pages are devoted to early maps and details of the composition of the estate (the pagination's numbering goes awry here and in the contents list) with a few pages devoted to two nineteenth century vicars followed by a description of the church and its contents.

It all adds up to a useful piece of work, but, however errors have crept in; it is unlikely that a Saxon name Lin- docelscyre (p. 2) was used in Roman times; the 'court of the land' (p. 25) should be Prerogative Court of Canterbury, whose records are in the National Archives (not Somerset House - p.35n). Armstrong's map was published in 1779 (not 1778 on p. 60 or 1700 on p. 61) and the list of sources has a number of inconsistencies.


8. (People to Remember, IV). £4 pbk. (post free from the school (postcode LN4 4TU) or the publisher, Hough on the Hill, Grantham NG32 2BB).

A useful little introduction to the life and importance of Sir Joseph Banks. It does not aim to be academic but the children and their guide deserve credit for this readable account. It merits a wide circulation and, it is hoped, similar activity in other county schools.


The extent to which the people of Roman Britain accepted and practised Christianity is a difficult question; historical references are scarce and problematic and the archaeological evidence growing but ambiguous. There has been, as a result, a tendency to clutch at straws. Archaeology, in any case, cannot tell us what was really believed; it can only provide tangible evidence for practices involving material objects. The subject is, therefore, open to a number of interpretations. For instance, it is possible to argue that some of those who were ostensibly Christian in the 4th century, following Constantine's espousal of the religion in 313, only appeared to convert for social and political influence, and conversion of Anglo-Saxon kings a few centuries later certainly had a political aspect (see, for instance, Nick Higham's book The Convert Kings, 1997). As Peter Brown has eloquently demonstrated (The rise of Christianity, second edition, 2003) missionaries had to compromise with prospective converts and, as a result, there were regional variations in the package of beliefs accepted as Christian. In the Romano-British period, too, Christianity incorporated a number of pagan beliefs: native Britons still took certain practices with them, as the Water Newton hoard and other hoards indicate. This fact, together with the lack of
inspirational missionaries in Britain, such as Martin of Tours, has led some to conclude that it was never deeply rooted and soon atrophied; but this is partly to argue ex-silento. This whole subject was advanced considerably by Charles Thomas' Christianity in Roman Britain to AD 500 (1981), which will never be bettered in many ways, even allowing for its necessarily speculative approach to several aspects. Subsequent studies by Dorothy Watts and Francis Mawer have to some extent acted as a corrective to Thomas, while he himself has gone on to produce substantial works on the sub-Roman period, especially in the west of Britain. David Petts' book is a worthy successor. He brings the evidence up to date and introduces some new dimensions and new approaches to the material. It is a balanced, well-written and well-illustrated essay, a good starting point for anyone who wishes to get to grips with this rather intractable but fascinating topic.

Michael J. Jones, Lincoln


ROYLE, Freda. Wrangle: the history and events of Wrangle. The author, [2002]. 46pp. No ISBN. £6.50 pbk (add £1 for postage for orders from the author, 47 Church Lane, Old Leake, Boston PE22 9NS).

These two large format booklets are welcome additions to the coverage of the county's villages. Initially, no new material. The historical notes are not intended for academic readers and their arrangement may, at times, seem haphazard. However, the pictures and their captions are very well displayed on good paper, we are indebted for her rescuing and making available so attractively the results of her researches; there is a wealth of group photographs covering many types of social and working occasions. In the book on Old Leake I particularly liked the items connected to wartime rationing, with a number of local recipes. The book on Wrangle is of a similar nature. It includes a picture of Dr. Bee giving back his old Frazer Nash car when he was 78 and buying a Porsche 944 as a replacement - hope for us all.

The tastes of Lincolnshire trail: where to enjoy locally produced food and drink, where to stay & what to see within 10 miles/16 km of major Lincolnshire towns. Lincolnshire County Council, 2003. 63pp. ISBN 0 9545300 0 4. £2.50 pbk (post free from Amanda Allgord, Beech House, South Waterside, Lincoln LNS 7TH).

The full title reveals the ambition - sadly the book, given the number of pages available, can not deliver. There are local recipes, e.g. Apple batter pudding, Granny Goose's gingerbread, etc. but, apart from the inclusion of hash, what makes a Lincolnshire Sunday tea special? The choices are very odd in all sections; is there really only one place recommended for a meal and nowhere to stay in Stamford? - the George Inn's proprietors will be only one of those annoyed at this. Whaplode is listed under Boston; the same entry for a place at Swineshead appears under both Boston and Spalding; the True Loaf bakery in Kirton in Lindsey also appears twice under Gainsborough and Barton); there is no entry for Scunthorpe (surely a major town). Horncastle has as much space as Stamford and Spalding put together. The presentation is excellent (lots of colour in the maps and pictures); the contents and arrangement could have been much better.


In his new book Mike Taylor offers the most comprehensive collection of photographs of a relatively small length of coast and river in this Tempus series. With the opening of the Lindsey Navigation, with its concave-sided locks, Lincoln became a thriving inland port with wharves and warehouses for coal, wool and grain as well as a successful shipyard which turned out canal and sea-going vessels. Mike Taylor has included photographs of clinker-built keels and sloops, which were common at that time, and also of the flash flood damage, which contributed to the final closure of the canal.

The port of Grimsby is well represented, with plans and pictures, including shipping at the Riverhead and the short-lived hovercraft passenger service to Hull, while the history of the newer port at Immingham is depicted in many photographs of the dock's construction and of damage caused by the 1953 floods. Immingham has progressed from being a major dock exporting coal to importing oil by tankers of up to 300,000 tonnes; illustrations of this modern trade and of the LASH (Lighter Aboard Ship) system are included. New Holland is a thriving dock, formerly a railway ferry terminal and home of Warren's busy shipyard, while the other havens of Barrow and Barton were home of the South Bank sloops with their coal, brick and tile trade and also of Day's and Clapson's shipyards.

Other sections of the book cover the cargoes shipped from the large chalk quarries at South Ferriby and the inland trade, including early oil cargoes on the River Ancholme.

This book stresses the continuity of river trade on the South Bank rather than dwelling on a lost past. By using excellent photographs and aerial views, together with maps and historical back-
tioned in the text. This is preceded by a brief account of the 'Blue Max' (Pour le Merite); originally instituted by Frederick the Great of Prussia it was awarded to some 27 U-boat commanders in 1914-1918. The introduction also gives a brief account of the development of the submarine menace and the response of the Royal Navy.

The number and scope of the acknowledgements indicate how widely the author has spread his net in search of information, not only archivists and museum curators but many private researchers, ‘wreck hunters’ and the Hydrographic Department. There are photographs scattered through the text, many provided by Jonathan Grobler, a notable ‘sleuth’ for surviving images and relics of the fishing trade.

Arthur G. Creedland, Hull Maritime Museum

RECENTLY RECEIVED OR NOTIFIED NEW TITLES


BELL, R.T. A pride in our heritage: the history of Sleaford Cricket Club, founded in 1803. The Club, 2003. 36, lxii, iv pp. No ISBN. £12 pbk (or £13 by post from Mr Bell, 52 London Road, Sleaford NG34 7LL).


BRYANT, Geoff. The later history of Barton-on-Humber: Part one: the church in late medieval Barton-on-Humber. Barton-on-Humber, WEA, 2003. [6], 77pp. ISBN 0 900959 17 7. £5 pbk (or £6.50 by post from the author, 8 Queen Street, Barton-on-Humber DN18 5QP).


JONES, Michael J. and others. The city by the pool: assessing the archaeology of the city of Lincoln, by Michael J. Jones, David Stocker and Alan Vince, with the assistance of John Herridge; edited by David Stocker. Oxbow Books, 2003. viii, 424pp ISBN 1 84127 107 0. (Lincoln archaeological studies, no. 10). £29.95 hbk (a CD-ROM is also included).


LLOYD, Grahame. One hell of a season: Imps, Pilgrims and tales of the unexpected. Celluloid, 2003. 280pp. ISBN 0 9545961 0 2. £14.99 hbk (or £16.99 by post from the author, 12 Chargot Road, Llandaff, Cardiff CF5 1EW; the author can also be contacted by email at: graham@celluloid.freeserve.co.uk.

LONG, Peter. Hidden inns in the heart of England: including Derbyshire, Leicestershire, Lincolnshire... and

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ground notes, all with well-dated and accurate captions, Mike Taylor's book could define a new chapter in the ever-changing history of shipping on the Humber.

Rodney Copeson, Barton on Humber

The author has read widely in mostly secondary sources (but not Professor H.E. Hallam's definitive studies of Fen history) concerning King John's death and lost baggage train. After providing several hypotheses he remains "highly sceptical that the suspicious death of King John and the loss of the treasure were two separate events linked only" by their having occurred almost simultaneously. He admits he has no evidence although the Knights Templar, he thinks, may have been heavily involved. His placing of the loss of the baggage train is based on a Camden map of 1586 (p. 17) but no such map exists. The first edition of Camden's Britannia is certainly 1586 but only with the 1607 edition are county maps included and the map then is a copy of Saxton's map of 1576, which, quite conspicuously, has no roads anywhere in this or any other county in his series.

As opposed to these theories other sources put the crossing nearer Wisbech; Maurice Barley suggested between Newton to West Walton would have been a short fording route and Faden's map of 1797 shows a ford at Walton Dam still, Hillen's The history of King's Lynn discusses roadside crosses set up by Pilgrims from Spalding to Walsingham and their route avoids five miles of marsh at 'Sutton Bridge'. This is an interesting attempt to provide fresh light on the legends and myths of King John's final journey but the evidence does not cohere and there are too many holes in what there is.

Beryl Jackson, Long Sutton

The publishers of this booklet specialise in books on tractors and agricultural machinery. There are lots of tractors in it, but, without being a formal history of the Nocton Estate, it is much more than a 'tractor book'. For example, it includes one of the sharpest descriptions seen by your reviewer of labouring life on isolated farms just before the age of the tractor. Although the Woodheads were employees, they had facilities for keeping poultry and pigs, and pig killing and 'getting the pig away' are meticulously described. The loo was definitely "out of doors" and night time visits were sometimes enlivened by encounters with rats. Getting to school at one time involved crossing a fen drain on a plank - no 'Health and Safety' then! The view of domestic life is widened by descriptions of visits by grocery carts, then vans; and young Len's shopping visits for his mother by cycling to Bardney. He started his agricultural career with potato-picking, common enough in the 1940s, and crow-scaring, usually associated with the pre-1914 era.

The Nocton estate was no ordinary farm, but possibly as near as England got in the 1940s to the scale and organisation of Soviet collective farms - 8,000 acres in Nocton and Potterhanworth parishes, mostly in the Witham fens, belonging to Smith's Potato Crisps. They bought the estate in 1936 to ensure a quality supply of potatoes to their new factory in Lincoln. A light railway was built to supply water to the scattered cottages, as well as transporting farm supplies and produce. This railway and the use of steam engines for ploughing seems to have delayed the use of tractors, compared with other large farms. The keeping of horses as well as sheep and cattle meant that there was a need to continue isolated fen cottages in use at the different farm sites until into the 1950s. After this they were gradually vacated and demolished, the diminishing workforce being accommodated at Wasps Nest and in Nocton village. There are good descriptions of school life, of the many crashes of RAF aircraft, and of the changing life of the farm worker down to the 1990s, and lots of good illustrations, many in colour.

Dennis Mills, Brantston

A useful volume with well researched histories of the vessels described. It follows two earlier books covering the North East from 1740 to 2000. Though of considerable value to the maritime historian and anyone interested in the litter of wrecks, which lie off our coast line, it has been compiled with the diver and wreck visitor particularly in mind.

It is not a comprehensive listing of all the vessels lost in this 150-year period but only those which can be located on the sea bed and positively identified. The exception is the vessel of John Paul Jones, the Bon Homme Richard, which is given extensive treatment though its resting place is still uncertain and has variously been located at sites from Flamborough Head to Filey Bay.

The main chapters take us from Robin Hood's Bay to Skigness in six segments, with chart references, compass directions, depth and a star rating as to the quality of the wreck site to the potential visitor. Since quite a number of the vessels were the victims of U-boat attack during the Great War a final section gives operational histories of nearly fifty German submarines men-


PULLEN, Richard. The landskips of Lincoln, the story of Lincolns (sic) part in the creation of the worlds (sic) first fighting tanks. Heighington, Tugby, 2003. 119pp. ISBN 1 873257 32 5. £8.50 pbk (or £9.50 by post from the author, 12 Crow Road, Collingham, Newark NG33 7ST).


ROYLE, Freda. Friisney: history & events. The author, 2003. 47pp. No ISBN. £7 pbk (or £8 by post from the author, 47 Church Road, Old Leake, Boston PE22 9NS).


