POW Camps  +  19th century emigration
Amy Johnson - county connection?  +  SLHA History
South Witham Archaeology Group  +  Signposts
Shop rules  +  Notes & Queries
Faces & Places  +  The latest books

Magazine of the Society for Lincolnshire History & Archaeology
## CONTENTS

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Editorial</td>
<td>2</td>
</tr>
<tr>
<td>Prisoner of war camps in Lincolnshire</td>
<td>3</td>
</tr>
<tr>
<td>Local history master class—Emigration from Lincolnshire in the 19th century</td>
<td>6</td>
</tr>
<tr>
<td>A bit of our own history</td>
<td>10</td>
</tr>
<tr>
<td>Notes &amp; Queries</td>
<td>11</td>
</tr>
<tr>
<td>Notes &amp; Queries</td>
<td>12</td>
</tr>
<tr>
<td>Faces &amp; Places</td>
<td>13</td>
</tr>
<tr>
<td>Amy—Wonderful Amy, Queen of the Air! A Lincolnshire connection?</td>
<td>14</td>
</tr>
<tr>
<td>Signs of the times</td>
<td>17</td>
</tr>
<tr>
<td>Notes &amp; Queries</td>
<td>18</td>
</tr>
<tr>
<td>Shop Rules (original document)</td>
<td>19</td>
</tr>
<tr>
<td>Bookshelf</td>
<td>20</td>
</tr>
</tbody>
</table>

*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 28 February, 2005. Material may be sent to the Joint Editors at Jews’ Court, Lincoln LN2 1LS. Articles may also be sent on disk (Microsoft Word document) or as an email attachment to lincolnshir@hotmail.com.

*Front cover illustration:* Gateway to the maze in the Arboretum, Lincoln

*Back cover illustration:* Early 20th century postcard of the High Street and Stone Bow, Lincoln
EDITORIAL

A happy New Year to you all! Did you hear in November that purple carrots were being produced in Lincolnshire? If it had been April one would not have believed it, but it was no joke—purple was the original and natural colour of the vegetable in its native Afghanistan. It was the Dutch who bred the orange carrot for patriotic reasons in the 17th century! In that century the Duke of Buckingham sent his gardener, John Tradescant, to the Netherlands to buy plants including the very valuable tulip bulbs, which were like currency at that time. I have recently read and recommend Philippa Gregory’s excellent book about the Tradescant family, *Earthly Pleasures*, though there is no county connection except that the Bishop of Lincoln does play a small part. But Lincolnshire and Holland have similarities of course—not only in the landscape and the tradition of market gardening, but also very much in architecture. Dutch gables are abundant, especially in our older buildings.

Moving on to a modern structure, it will not be too long now before we will be able to visit the new city and county museum. Opening in the spring, it will be known as The Collection. This is a fitting name as it includes the art collection at the Usher Gallery as well as the museum artefacts. It is not the *Lincolnshire* collection, which is a bold move away from the parochial towards the status of a national attraction, although it still remains the city and county museum in the subtitle. Another building that was officially opened recently is the Great Central Warehouse Library at the University of Lincoln. Apart from its contents, the building itself is attractive, especially at night with coloured floodlighting. I dare say this will have its detractors but it is very like the lighting of the castle and other buildings, which has been seen in Edinburgh for many years.

Thank you to all our contributors for the articles that appear in this issue. It is also good to see a number of Notes and Queries that will hopefully produce some interesting responses, and we also have another in our ‘master class’ series from Rex Russell. And as always we have a wealth of reviews recommending some fireside reading for the rest of the winter months.

*Ros Beevers, Joint Editor*
Several factors are coming together to bring about the demise of many of Lincolnshire's World War Two structures: increased vandalism, aspects of the personal liability laws, and the numerous new regulations regarding the presence of asbestos in buildings. Some structures from the period are in isolated and remote locations and thus relatively safe. This, however, is not true of the few remaining prisoner-of-war camps, in particular the purpose built sites. Two of Lincolnshire's most extensive camps are to disappear in the next two years, so some note of these 'temporary' sites may be appropriate at this time.

Nationally two PoW camps are being preserved. The well-known example at Eden Camp at Malton, North Yorkshire, with its museum of warfare, is a splendid example of what may be achieved if a suitable use can be found. Meanwhile English Heritage has chosen to preserve the camp at Harperley, near Crook, County Durham, which has been scheduled as an ancient monument. Restoration is in progress and when complete will include a teashop, farm shops, a garden centre and holiday accommodation, as well as an extensive museum section.

In Lincolnshire, Moorby Camp, near Revesby, will have been completely demolished by the time this article appears. Pingley Farm Camp, near Brigg, on the other hand is still substantially complete, although mostly in a very poor state. The owner has now received permission to demolish the camp and it is due to be removed in 2005. But two buildings will survive as they now lie within the confines of the adjacent garden centre and are in regular use.

Although these camps, built during World War Two, were only intended for short-term occupancy, some of

\[\text{Brick clad reinforced concrete water tower at Pingley Farm Camp, Brigg}\]

\[\text{A timber framed hut, walled with corrugated iron and roofed with asbestos, Pingley Farm Camp, Brigg}\]
the larger ones, such as Moorby and Pingley Farm, continued in use until relatively recent times. Moorby Camp, originally constructed by Italian prisoners of war, later housed German PoWs, and then displaced persons, finally being used by international students doing seasonal work on the local farms, a use that lasted until 1983. Since that date the buildings have become derelict and generally unsafe.

The continual use to which these camps have been put has robbed them of much of their history, although English Heritage was able to remove some of the internal features from Pingley Farm Camp for display at Harperley Camp. Generally there is little of World War Two vintage except the shells of the buildings themselves. Due to the large numbers of PoWs that needed to be housed, many different types of building were used: requisitioned buildings that merely acted as hostels, abandoned army sites such as at Winterton, right up to the more dedicated sites using Nissen huts or the 'permanent' sites such as Moorby and Pingley Farm with their purpose-built structures. Some details of the latter two sites may give an indication of the types of structures to be found.

At Pingley Farm Camp a few Laing timber framed huts still stand. The framework, roof beams and braces are all of wood and would have required a great deal of time and skill during their construction and subsequent erection. Externally these huts are clad with bituminised corrugated iron. The roofs, as in almost all buildings of this type, are covered with corrugated asbestos sheeting. These huts were used as sleeping quarters and are currently filled with piles of wooden bed frames. Although the inside of the walls would have been lined there is little doubt that they must have been very cold in winter.

More generally the huts used for sleeping accommodation by the PoWs take the form of a reinforced concrete skeleton framework into which are slotted reinforced concrete slabs, and corrugated asbestos sheeting again being used as a roof covering. The huts used for ablutions and those for dining and cooking by the PoWs, as well as most of the huts used by the camp guards, are gener-
ally in the form of a reinforced concrete skeleton in-filled with hollow clay bricks, the roof again being covered with corrugated asbestos sheeting.

Other buildings found on these sites are often of indeterminate age and use, some being built entirely of wood or brick. Brick is also used to add porches etc to many of the aforementioned huts, the bricks used at Pingle Farm Camp being made at Crowle, in the Isle of Axholme. Vehicle maintenance buildings are usually built of brick with concrete floors. The one at Moorby includes an inspection pit and small office. The similar building at Pingle Farm is now in ruins.

At Pingle Farm the brick-clad concrete water tower still stands, although the outer brick covering is beginning to break away. Small brick towers each supporting a galvanised water tank are attached to many of the huts where a water supply was required and are a common feature at all these camps, as they are at many RAF camps of the same era.

The actual number of PoW sites in Lincolnshire is still not clear but a recent list published on the Internet has the following numbered sites:

51. Allington
79. Moorby near Revesby
80. Horbling
81. Pingle Farm near Brigg
106. Stamford
133. The Rectory Camp, Bassingham
148. Castlethorpe Hall Camp near Brigg
153. Fulney Park Camp, Spalding
156. The Heath Camp, Wellingore
170. 292. Weelsby Camp, Grimsby
254. Sutton Bridge
256. Willingham House, Market Rasen
292. Kirton
292. North Somercotes
407. Usselby Camp, Market Rasen
1012. Canwick (PC) near Lincoln.

Note that the camp number 292 appears to have been relocated several times. This list is far from complete and may readily be extended to include such sites as: Potterhanworth, Morton (near Bourne), Sandtoft, Donna Nook, Drinsey Nook, Winteringham, Greetwell (near Scunthorpe), South Killingholme, plus many small hostels etc, and many more still to be recorded.

Interesting accounts of PoW camps, including Pingle Farm Camp, may be found in Conservation Review, issue 44, June 2003, published by English Heritage. This issue is dedicated to 'The Archaeology of Conflict'.

I must express my thanks to Mr Thorpe, the owner of Pingle Farm Camp, for permission to visit the site.

Inside a reinforced concrete hut, Moorby Camp

Obviously there were a large number of these POW camps in Lincolnshire, but I was a little disappointed that Honington Camp (near Grantham) was not mentioned. Does anyone know about that one? Ed.
EMISSION FROM LINCOLNSHIRE IN THE 19TH CENTURY

EMISSION
South Australia

Mr. I. Latimer,
(AGENT FOR SOUTH AUSTRALIA)
A FREE LECTURE
In the Market House, Louth

We’re getting used to the idea that movement of people within England was normal and not unusual in the 17th, 18th and 19th centuries. (Any family historian is well aware of this fact.)

We’re beginning to stop being surprised when we discover that fewer than half of the population of many Lincolnshire parishes were in 1851 living in their parish of birth.

We know a lot more than we used to about the migration of people inside England.

We still know far too little about movement from Lincolnshire out of England. We know far too little about emigration away from these shores—in local terms. We have some national figures few local figures.

I also know too little about emigration. That’s why I’m talking about it to show that a lot more work needs doing and to attempt to show that such research can be very worthwhile.

Let’s start with some national facts before turning to Lincolnshire. Start by seeing the reality of emigration—the huge numbers of emigrants.

**Table 1**

<table>
<thead>
<tr>
<th>PARISH</th>
<th>TOTAL POPULATION</th>
<th>% PEOPLE BORN IN THE PARISH</th>
<th>BORN ELSEWHERE IN LINCOLNSHIRE</th>
<th>BORN IN OTHER ENGLISH COUNTIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middle Rasen</td>
<td>948</td>
<td>43.2%</td>
<td>49.7%</td>
<td>6.2%</td>
</tr>
<tr>
<td>Caistor</td>
<td>2166</td>
<td>41.5%</td>
<td>46.6%</td>
<td>8.8%</td>
</tr>
<tr>
<td>Nettleaton</td>
<td>523</td>
<td>40.6%</td>
<td>52.6%</td>
<td>8.7%</td>
</tr>
<tr>
<td>Ingman</td>
<td>242</td>
<td>39.2%</td>
<td>53.4%</td>
<td>7.4%</td>
</tr>
<tr>
<td>Barnetby</td>
<td>845</td>
<td>41.5%</td>
<td>47.7%</td>
<td>10.4%</td>
</tr>
<tr>
<td>Grimsby</td>
<td>8860</td>
<td>30.6%</td>
<td>35.8%</td>
<td>20.5%</td>
</tr>
</tbody>
</table>

Most of these 162,000 were of course unwilling emigrants! But George Rudé has also shown—by using Australian source material—that some of the women who were transported committed crimes deliberately in the hope that, by being transported, they could join their husbands or lovers in Van Diemen’s Land.

Figures published by C. L. Anderson in his *Lincolnshire Links with...*
Australia: 1788-1840 (1988) reveal that, over that period, 1227 people were transported from Lincolnshire (of whom 95—nearly 8%) were women.

Turning from transportation to voluntary emigration—see how rapidly the numbers of emigrants increase.

Asa Briggs: The Escape Hatch (New Statesman 1961)

"In 1815 less than 2000 persons left the British Isles; in 1830 the figure was over 55,000; by the late 1840s and early 1850s more than a quarter of a million emigrants were leaving in a single year."

There is new evidence in two books published in 1987—both by Bernard Bailyn (published by Tauris):

a)Voyagers to the West
b)The peopling of British North America

By 1760... some 700,000 had crossed the Atlantic to British North America. Between 1760 and 1775 220,000 crossed.

Eric Hobsbawn: The Age of Capital: 1848-75 (1975)
The chapter called ‘Men Moving’:
Page 193—"The middle of the nineteenth century marks the beginning of the greatest migration of peoples in history... Between 1846 and 1875 considerably more than 9 million people left Europe... This was the equivalent of more than four times the population in 1851."

How do we know/how can we find out that hundreds of people emigrated from Lincolnshire?

What sources of evidence can we use to discover facts and opinions about emigration from Lincolnshire and East Yorkshire?

1. Minutes of the meetings of Parish Vestries
2. The county newspapers. For Lincolnshire—Drakard's Stamford News and the Lincoln, Rutland & Stamford Mercury. For East Yorkshire—The Hull Advertiser. The county newspapers are VITAL both for news items and more particularly for hundreds of advertisements about emigration—to Canada, North America, South Africa, the separate states of Australia,

New Zealand.

There are many books:
(I will mention a few only)

There exist in local hands, diaries and letters of emigrants—and when I’ve discussed the topic in my adult classes, students have produced both diaries and letters, often from relatives who have emigrated. These are much more common than I thought.

County Directories will give us, under market towns, the names of local emigration agents—from about 1840 onwards.

By far the best sources—but very time-consuming to use—are the county newspapers and after c1856 the more local newspapers, for example, Market Rasen Mail / Leath Advertiser.

Let me quote some of these listed sources—

Coningsby Vestry Book: 1833
"At a Vestry Meeting held this 14th day of June 1833 for the purpose of “taking into consideration and deciding upon the propriety of assisting some poor people who belong to this parish to go to America” of which due notice had been given, the following Resolution was agreed upon:-

"It is agreed that a subscription be set up for the assisting Jos(eph) Anderson to go to America and each subscriber enter his name with the sum he intends subscribing."

There was emigration assisted by the parish to America before this date.

Caistor Vestry Minutes
14 April 1830...Wm Dunn of this parish applied for a sum of money to enable him and his family to go to America and the sum of £10 was allowed.

3 April 1834...James Wilson and family has made application to go to America, it was agreed that Mr Watson should enquire at Hull as to the

passage, and also the expenses when landed to his friends there..."

Newspaper reports
Stamford Mercury 19 March 1830
"The pressure of the times still shows itself to a grievous extent in many parts of this county. Between 20 and 30 families are emigrating to America from Coningsby, Doglike, and the fens in the neighbourhood, principally middle farmers and mechanics. The parishes are holding vestry meetings, to devise plans for assisting the industrious poor with large families to follow their rather better off neighbours in this migration."

Stamford Mercury 17 May 1833
"On the 14th inst...fifteen persons, chiefly from Osgodby, sailed in Mr Daincy's trading vessel, from his wharf at Bishop-bridge, to take shipping at Hull for North America."

Drakard’s Stamford News 15 April 1831
"...the number of ships crowded with passengers from Hull and the neighbourhood for America, is wonderful: they seem delighted to leave this taxed country; they go off in high spirits and loud huzzas."

What did it cost to reach Australia in 1830?

Hull Advertiser 15 January 1830

For New Swan & Canning River Settlement,
The EDWARD LOMBE,
A First Class Ship of 500 Tons... (from London)

'The Passage for a Man is £25, for a Woman £25, and for children in proportion... A Commissioner will go out to assist in locating the Settlers, and put them in the way of obtaining the Free Grant of Land from the Crown, to which each one will be entitled.

'Passengers engaging in Hull will have all their expenses... paid up to London...'

How many emigrants sailed from Hull in 3 months, 5 April to 6 July, 1830?

For Quebec—22 ships / 1540 males / 1054 females: Total 2594.

For New York—21 February - 30 May: 5 ships: Total 299 people.

The Hull Advertiser commented (9
July 1830;

... The total number this year (exclusive of those to Swan River Settlement [Australia]) is 2893, being more than three times the number of last year, and more than that of all the nine preceding years put together... independently of those who have sailed from this port, great numbers... have left the country by way of Liverpool.'

If one wanted to emigrate to America via Liverpool from the southern worlds of Lincolnshire in the 1830s, one went by Mr Babington's boat from Hornsby all the way by water, to Liverpool.

**EMIGRATION FROM LINCOLNSHIRE**

Population of Lincolnshire towns and villages normally grew fast from 1801 to 1851/1861: this growth was then normally followed by decline from 1851/1861. For examples, see Table 2.

Part of this decline can be accounted for by migration to larger urban areas; part is due to emigration. These notes should suggest questions to us on emigration. Who emigrated? How did they go? When did they go? Where did they go? Who helped them emigrate?

"After the last agrarian rebellion in the early 1830s, rural Britain was not again aroused to revolution, but rather to expatriation." (page 67)

...during the first half of the nineteenth century... since most of the lower classes assumed that conditions were deteriorating, the truth becomes subordinate to opinion in explaining British dissatisfaction. Attitudes more often than facts determine men's actions." (page 5)

W. S. Shepperson: British Emigration to North America

Many, many newspaper reports could be quoted — and here are just a few:

'On Thursday 13th a great number from this parish [Haxey] including several respectable families left the place, intending to sail immediately to America.'

**Stamford Mercury April 1843**

Long Sutton: Emigration to South Australia 'On Saturday... a large number of emigrants (under the agency of Mr James Newman), with their wives and families, comprising about 40 persons, passed through this town on their way to the port of embassation, London...'

**Stamford Mercury 26 November 1847**

'Great numbers of emigrants are passing through Lincoln almost daily, by railway, for America. A few days ago one train alone contained thirty.'

**Stamford Mercury 4 April 1851**

...'Emigration is indeed thinning the population of some of the agricultural districts...'  

**Stamford Mercury 6 June 1851**

Caistor '...the dependent, degraded, and pauperised circumstances of a great proportion of the agricultural labourers of this neighbourhood are most deplorable. A considerable number of them... have recently been reduced to the painful necessity of forsaking their native land... Many of them were characters who could be spared... but too many were industrious and useful members of society.'

**Stamford Mercury 11 April 1851**

'The Spalding and Holbeach road has literally at times been lined for some days with parties who are emigrating: they are mostly the best labourers, in the prime of life, and we are sorry to say the rule is to leave the wife and children a burden upon those who remain behind... Within a few days, hundreds of working people have left...'

**Stamford Mercury 15 August 1852**

<table>
<thead>
<tr>
<th>PARISH</th>
<th>Average growth every 10 years</th>
<th>Average decline every 10 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caistor</td>
<td>261 (1801-1851)</td>
<td>104 (1851-1911)</td>
</tr>
<tr>
<td>North Kelsey</td>
<td>85.4 (1801-1851)</td>
<td>23 (1851-1911)</td>
</tr>
<tr>
<td>Ulceby</td>
<td>89 (1801-1861)</td>
<td>45 (1861-1901)</td>
</tr>
<tr>
<td>Keelby</td>
<td>109 (1801-1851)</td>
<td>40 (1851-1901)</td>
</tr>
<tr>
<td>Binbrook</td>
<td>139 (1801-1861)</td>
<td>103 (1861-1901)</td>
</tr>
<tr>
<td>North Somercotes</td>
<td>100 (1801-1871)</td>
<td>100 (1871-1901)</td>
</tr>
<tr>
<td>Marsh Chapel</td>
<td>54.4 (1801-1871)</td>
<td>69 (1871-1901)</td>
</tr>
<tr>
<td>Spilsby</td>
<td>98.7 (1801-1871)</td>
<td>46.6 (1871-1901)</td>
</tr>
<tr>
<td>Horncastle</td>
<td>50.3 (1801-1851)</td>
<td>179.8 (1851-1901)</td>
</tr>
</tbody>
</table>

**Table 2**

Louth Statute — 'It was remarked that emigration by the best labourers was producing a very visible effect upon the English labour market.'

**Stamford Mercury 29 April 1853**

Kirtin Statute — 'The departure of many farmers' servants for the colonies has had the effect of enhancing the value of those left behind, and it is hoped that the condition of the agricultural labourer will be permanently improved.'

**Stamford Mercury 6 May 1853**

Lincoln — 'In consequence of the reduction of wages by the farmers in the neighbourhood of Lincoln, labourers are beginning to sell up and emigrate to Canada and America; and as is usual in such cases the best go and the worst are left behind.'

Emigration helped by Churches and Chapels: 1860s

Louth — 'A large number of residents of Louth and the vicinity are arranging for leaving this country for New Zealand... their intention being to form part of the projected colony of Nonconformists...'

**Stamford Mercury 21 January 1862**

'The Church of England Party will leave the Midland Counties about September for founding a Special Settlement in New Zealand...'

**Stamford Mercury 5 June 1865**

'New Zealand... Auckland. The Christian Colonization Association intend sending Two Ships with the remainder of the Third Thousand Settlers in May, 1864.'

**Stamford Mercury 5 February 1864**

Shepperson: p142 Each religion saw in emigration a means to help its members, and at the same time a way to strengthen its establishment. Since the Church of England felt itself to be a vital force within the British Empire, the expansion and development of the colonies gave it an additional reason to foster emigration... The dissenters wished to spread the gospel as they interpreted it... Mormons emigrated to improve their social and economic position, and because they believed it to be the will of God... The Mormons conducted the only successful privately organized emigration system of the period.'

**Emigration fostered by Farmworkers' Trade Unions: 1870s and 1880s**
Grimsby—"A large number of farm labourers with their wives left Grimsby on Tuesday for London, whence they are to sail... for Canterbury, New Zealand. The emigrants numbered about 150 and are leaving England on account of the recent disputes between themselves and the farmers."

Stamford Mercury 18 Sept 1874
Caistor—The agricultural labour market of the district immediately surrounding Caistor is becoming so much relieved by the emigration of labourers which is still going on, that the question of wages bids fair... to settle itself between the masters and those remaining behind, the worst of it being that the best of the hands are mainly those who are leaving the country.'

Stamford Mercury 20 Nov 1874
School log books can sometimes tell us about emigration. I will use one only:-

Grasby—1876: September 29 Wm., Ellen and Thos. Lacey left school to go to New Zealand... October 4: Betsy Munby left to go to New Zealand.

How could men and women in 19th century Lincolnshire or East Yorkshire learn about how to emigrate?

- When they went to market—to Hull / Brigg / Lincoln / Sleaford / Spalding—they could find an emigration agent (or more than one) in their market town:
  - 1843 Mr A. M. Sargent at Brigg / 1856 Wm Cressey at Brigg.
  - 1845 Mr Smedley at Sleaford
  - 1847 Mr J. Newman at Long Sutton.
  - 1849 Mr Bellatti at Lincoln.
  - 1851 Mr Bontoft at Boston / Watkinson at Spalding / Bellatti & Gresham at Lincoln.

- The newspapers from the 1830s onwards carried scores of notices about emigration: seven notices in one issue of the Stamford Mercury, 14 May 1858. (Quotation from Revolt, page 165)

- Emigration agents lectured regularly in villages and market towns about emigration—lectures during most of the 19th century were as popular as television today, for example, Stamford Mercury 11 January 1850 / 12 November 1858. If the press says 'a poor attendance', that means 150 instead of 300!

Stamford Mercury 11 January 1850
BRIGG: 'A lecture was delivered in the British School-room on Saturday evening... by Mr Geo. Lomax, of Manchester, on... emigration to New Zealand. [Lomax was a nationally-known speaker on temperance]. The audience was numerous, composed principally of the working classes... The superior advantages of New Zealand over America, Australia, and Port Natal were strongly contended for... Freedom from taxation is almost entire; land may be purchased at £2 an acre... these and other considerations make NZ a real paradise. The parties recommended to emigrate are young, strong, healthy, industrious married persons, who can obtain a passage for 13 gs. Each, and 10 gs. each for children under a certain age...'

Seven months after a Mr Newman had lectured in Brigg Corn Exchange on emigration to New Zealand (Stamford Mercury 12 November 1858) nearly 100 emigrants left Brigg railway station.

Stamford Mercury 10 June 1859
BRIGG: 'Emigrants' Departure—Great excitement prevailed on Tuesday morning on the departure of the emigrants, numbering nearly 100, who accompany Mr Ball to New Zealand.
Numbers of persons, as well as the personal friends of the voyagers, proceeded to the station, and long before the anxiously-expected train drew near the quantity gradually increased, until it was computed there were nearly 1000 present... when the bell announced that the train was drawing near the scene became doubly exciting—the last embrace, the last ford kiss, the final adieux, were given perhaps for ever... and as some of the party had been connected with the Anholmile Brass Band a party of their brother musicians were in attendance, and at this juncture struck up the popular air of 'Cheer boys, cheer', which was taken up by the spectators... They were to leave the London Docks for their destination on board the Matoka on Wednesday morning.'

Mr Ball in White's 1856 Directory—Thomas Ball / Druggist.

Let's continue about how intended emigrants could get information.

- They could apply to their local Vestry for help to migrate/emigrate, eg Caistor / Coningsby. We need to collect much more from this source—Vestry Minutes.

- They could contact their local Relieving Officer—employed by Boards of Guardians—or see their local Guardian of the Poor.

- They could read emigrants' letters in the local newspaper—many were published. Some were enthusiastic, others not. Read Sarah Russell: Revolt, pages 83/4, 1875.

- At agricultural shows, ploughing matches or statute hirings, they could pick up leaflets about emigration distributed by local emigration agents.

As early as 1836 the Society for the Propagation of Christian Knowledge was concerned with helping emigrants—and the SPCK had hundreds of local branches. By the 1850s churches and chapels were themselves organising emigration to New Zealand. People could find out about it from newspaper reports and by asking local parsons and ministers.

- Local churches were aware of and concerned about emigration. At the third jubilee of the Caistor district branch of the Society for the Propagation of the Gospel in Foreign Parts (Stamford Mercury 7 November 1851),...the spiritual claims of emigrants on our liberality... were presented as extremely urgent...'

- By the 1850s/1860s Friendly Societies—Foresters, Oddfellows, Druids had courts and lodges abroad as well as in Britain—members could enquire about emigration via local lodges and courts.

Lincolnshire Past & Present No 58 Winter 2004/05 9
A BIT OF OUR OWN HISTORY

Miss Ruth Tinley has deposited with the Society for Lincolnshire History and Archaeology, two ledgers, the first two of the Lincoln Archaeological Research Committee (LARC). They were among the papers of the late Mrs Florence Blake (née Booth). Florence was a nurse and health visitor but her lifelong interest was archaeology. She was a member of LARC until it joined the Lincolnshire Local History Society to become SLHA. But being just a member was not enough. Florence was part of the regular digging team and, for a time, treasurer. In fact she became treasurer of the new SLHA after the union in 1974. From then on she served on the Executive and the Archaeology Committee until the 1990s.

The ledgers from 1945 to 1959 provide a synopsis of the story of LARC for its first 14 years. They include the document setting up a bank account with the National Provincial Bank on 1 February 1945. It was signed by F. T. Baker, J. W. F. Hill and C. A. Parker in Mr Hill’s office in St Swithin’s Square.

Entries begin on 17 January 1945. Membership subscriptions were five shillings and 78 members joined that year, including E. L. Abell, Mrs E. H. Rudkin, Miss F. A. R. Murray, Miss K. Major, Mr G. Dixon, Miss Booth and Mr G. Webster who was in charge of the digging team. Postage was one penny. As well as subscriptions there were donations. The Lincoln MP made a contribution and Capt Cragg added 15 shillings to his five shillings membership fee.

On 15 June 15 1945 the Society of Antiquaries donated £25. No doubt this encouraged the committee to launch an excavation appeal and 102 letters were dispatched on 25 June at a cost of eight shillings and sixpence (8/6) which, for those old enough to remember, is just one penny each. Donations started to arrive on 27 June and most were one guinea (21 shillings) or multiples of it.

The first record of payment for excavation costs appears on 7 August 1945 when Graham Webster was paid two pounds and four shillings. A month later he was paid two pounds and twelve shillings. Insurance was not finalised until after that at five pounds, seven shillings and sixpence. There is an interesting entry recording payment to Mr Webster on 29 September 1947:

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-9-d</td>
<td>S. Elkington</td>
<td>Garage 9-0</td>
</tr>
<tr>
<td></td>
<td>Dinner</td>
<td>5-0</td>
</tr>
<tr>
<td></td>
<td>Sacking</td>
<td>1-0</td>
</tr>
<tr>
<td>2-7-2</td>
<td>Bandages</td>
<td>2-7-2</td>
</tr>
<tr>
<td>5-2</td>
<td>Postages</td>
<td>5-2</td>
</tr>
<tr>
<td>3-7-4</td>
<td>Paid in cash</td>
<td>3-7-4</td>
</tr>
</tbody>
</table>

Why so many bandages? Did he have to rewrap a mummy? Or, since this was the Anglo-Saxon cemetery, did he need to secure the cherny urns before transporting them? Almost certainly some will be displayed in the new museum, but will the high cost of bandages be recorded? There was a collection on the end of 1948 for Graham Webster, which amounted to five pounds, eleven shillings and sixpence. From then on the entries state excavation expenses and only occasionally mention a site or a contractor.

LARC’s primary aim was excavating, but it was also concerned in reporting the results. ‘Roman Lincoln’ was first mentioned as part of the annual report for 1946. From then on it was on sale as an offprint. Over the first 14 years there were a number of such publications. In October 1947 came the report on the Swanpool kiln with a reprint by OUP. In 1950 ‘Legorii Fortress’ and ‘Racecourse Kiln’ came off the press, and a year later, ‘Great Casterton’, in May 1955 ‘Ten Seasons’ was issued. This sold very well. One record notes nine were sold for three shillings each—and 66 for two shillings and sixpence each! There were other such entries with differing prices. One registers five prices for ‘Roman Lincoln’: 2/6, 3/-, 3/2, 3/6 and 3/8. There is no explanation as to why you could buy it at two shillings and sixpence or three shillings and eightpence—a wide range.

Expenses were paid to Dr (later Professor) Ian Richmond almost yearly. Others returning regularly included Graham Webster and C. W. Phillips. Such was the standing of LARC that many eminent archaeologists travelled to Lincoln to give lectures. Expenses were recorded to Bruce Milford, Kathleen Kempton, Sir Mortimer Wheeler, Glyn Daniels, W. F. Grimes, Eric Birley and Professor Atkinson among other well-known specialists. For lectures, the lantern operator was paid twice as much as the caretaker—usually ten shillings as against five. Hire charges for the room do not appear.

There is plenty of archaeology in the city today and, through FLARE, well-known archaeologists lecture in Lincoln, but the records of the LARC demonstrate the heyday of archaeological activity in the city. Florence would be pleased the ledgers are lodged with other records of LARC at Jews’ Court and that SLHA members can share these notes about them.

LP&P Letters

If you have an opinion about any local issue we would like to hear from you at SLHA, Jews’ Court, Steep Hill, Lincoln LN2 1LS or email lincolncolonial@hotmail.com

Lincolnshire Past & Present No 58 Winter 2004/05
South Witham Archaeological Group

Pearl Wheatley, SLHA Chairman, has read the recent publications by SWAG, on sale in Jews’ Court bookshop. There must be a very active group in South Witham to have achieved so much in such a short time. She asked them to describe their work and explain this measure of success. The resulting reply was even more impressive. The report from SWAG, compiled by David Knight, Aileen Ball and Matthew Knight, may help other local history and archaeology groups, so it is printed here almost in full:

The group was formed following a meeting at the Community Centre on 28 January 1998. The object of SWAG was to get the report published on the archaeological dig, which had been carried out on the South Witham Knights Templar Preceptory site between 1965 and 1968. To highlight the importance of the site during the local heritage weekend of September 1998, the group had the Templar field open to the public with over 300 attending. As Temple Hill is only humps and hollows, we marked out the buildings by using white paint just as if we were marking out a football field. We pestered English Heritage to produce the report, and they kept telling us that the money was allocated but each year it failed to come out. So in 1999 we decided on two projects. One was to put up an interpretive board about the Knights Templar site in the local churchyard. We approached Grantham Council who gave us £500, and the South Witham Environmental Trust gave us over £1000 towards the board, which was put up in 2000. The second project was to produce a CD ROM about the Knights Templar at South Witham. We applied for a grant from the Awards for All scheme, receiving £1,450, launching the CD on 6 December 2000. As can be seen, most projects take approximately two years from conception to completion. During these periods, we were continuously visiting the Lincolnshire City and County Museum where Tony Page and Thomas Cadbury gave us access to all the reports that they had on the site. We would often [hear] that a new box had been found and would dash over there to see what was in it. They also allowed us to place some of the finds on display at the CD launch, and the Open Day in 1998.

Dr David Marcombe of Nottingham University became a regular speaker at our bi-monthly meetings. Heritage Lincolnshire encouraged us by giving talks and displays, and also loaned us their resistivity scanner so that we could do some non-invasive [archaeology]. Following the success of our earlier projects, we decided to produce our first book in 2001. With a healthy bank balance we were able to write South Witham Old and New without any outside assistance. Peter Spiegler and Co of Stamford, who specialise in small book runs, did the printing and over 500 copies of this book have been sold. It was so well received, and we had so much more information, that in 2002 we decided on our next big project. This was to produce a history of the village in book and CD format with a free copy going to all house in the village. We applied to the Local Heritage Initiative scheme asking initially for £4500—we eventually got £9825 following consultation with their advisers. Because any work carried out before the project starts does not count, we had a three-month period when we could not do anything on the book, so I decided to put together my own book on the ‘Knights Templar at South Witham’. This was launched on 9 November 2002 and on the same day the English Heritage report on South Witham came out. The grant from the LHI having received approval, we introduced the village to our plans with a display and buffet at the village hall in October 2002, asking for more information and photographs. During the period one of our members, Martyn Chorlton, produced a book called ‘Danger Area’ on RAF South Witham, which he allowed us to précis in our book. The book and CD were launched in June 2004 at the village fete, and they have been a great success.

We are now deciding our next project. Two ideas are a set of reproduction postcards of the village, and a book on South Witham in the news—we have taken all articles on the village 1854 to 1945 from the Grantham Journal. This is being turned into a Word document.

Notes & Queries

58.1 Lincolnshire archaeology in print

The recent number of Current Archaeology (no. 194–October/November 2004) devotes many pages to Lincoln and Lincolnshire topics, with good coloured illustrations. There are nine articles on the city, based mainly on The City by the Pool (published 2003) covering periods from pre-Roman times to the heyday of engineering, and including articles on the little known Greetwell Roman villa. Also a feature on Salisbury Cathedral spire asks whether the original spire would have looked like the famous lead-covered one at Long Sutton, Lincolnshire. There are reviews of other Lincolnshire publications as well. The address of Current Archaeology is: 9 Nassington Road, London NW3 2TX. Tel: 020 7435 7517. Subscription queries to: subs@archaeology.co.uk
58.2 A further view of Pevsner

There is a further point one can add to Linda Crust’s article in *LP&P* no. 57. Pevsner himself said the inspiration for *The Buildings of England* came from a series with which he had grown up with in Germany. This was the series, *Handbuch der deutschen Kunstdenkmäler*, begun in 1900 by Professor George Dehio. The series is still in print, is constantly updated and covers the present Germany in 21 volumes. There is a further volume that details West and East Prussia, mainly in Poland, but also includes towns in modern Russia and Lithuania. The main differences are: Dehio has no illustrations; not every town and village is mentioned; the places and buildings are described in more detail; the volumes are also heavier to carry than most Pevsners (Thuringia, for instance, runs to over 1,450 pages!). The series is published by the Deutscher Kunstverlag, Munich, whose address is: Postfach 190354, 80603 München. Their website is: www.deutscherkunstverlag.de and further information can be found on www.DEHIO.ORG

Douglas Hoore

58.3 Patently true

Some time ago I was sent a copy of a patent taken out in 1897 by a Charles Barnes of Lincoln for ‘an invention for improvements in internal combustion engines using hydrocarbon as fuel’. I do not know who sent the copy but hope they or another reader knows something more about Mr Barnes and his invention.

Ros Beavers

58.4 William of the Nile

William of the Nile is my husband’s great-great-great-grandfather and I have been researching his family tree for the past two and a half years. Mr Keith Thomas contacted me towards the end of 2003 and sent me a copy of the funeral card that is mentioned in his article ['Wragby’s William of the Nile', *LP&P* No. 53]. I have researched the connection between the Richardsons and the Lansdowns and therefore know why he had the funeral card in his possession. William of the Nile (William Richardson) was baptised in Hatton on 14 October 1773 (parish records) son of Joseph Richardson and Mary Wilkinson (married 3 December 1772 in Hatton). William married Jane Wright (baptised Lissington 9 May 1784) in Stanton by Langworth 28 April 1805. I have seen the original Bounty document at the Lincolnshire Archives. They had ten (not six) children, their eldest son, William, born on 8 November 1808 in Holton cum Beckering, and baptised in Holton cum Beckering, not Lissington. He married Mary Wright, not Elizabeth Sewell, in West Rasen on 6 October 1828. We have original pictures of William and Mary with information that has turned out to be correct by careful research in parish registers etc. The name Wright has been passed down through several generations, including William and Mary’s eldest son, William Wright Richardson, who was mayor of Lincoln in 1891 and managing director of Doughty Smith and Richardson etc. William Wright Richardson’s brother is my husband’s great-grandfather. William and Jane’s eldest daughter, Mary (baptised 23 November 1805 in Holton cum Beckering) married William Henry Lansdown in Louth on 2 January 1838. As you will see William and Jane lived in Holton cum Beckering and Wragby and not Lissington. Parish records bear out the fact that Joseph and Mary are William of the Nile’s parents.

Sue Richardson
MOULTON MILL

Following its national coverage on the Restoration programme, and despite not being a winner, work on Moulton Mill's own restoration programme is making good progress. It is the tallest tower mill in the country, and in a county known for its variety of surviving windmills it is great to see the support it is receiving. Recently the traditional ogive or 'onion' top was raised into place (pictured right) which really begins to bring the mill to life.

LINCOLNSHIRE AGRICULTURE

Agriculture has been much in the news during 2004. As a spin-off from Heritage Open Days a booklet on Farming in Lincolnshire has been produced by the Heritage Trust of Lincolnshire. In recent years the steering group for Heritage Open Days has introduced a theme for approximately half the events, and this year the theme was agriculture. The group was very appreciative of the publicity given by Alan Stennett in his farming slot on BBC Radio Lincolnshire. On 14 November early risers may also have heard Lincolnshire's hidden agricultural history being explored on Open Country on BBC Radio Four. SLHA members Eleanor Bennett and Rob Wheeler were featured speaking about Brackenborough and Harmston respectively, and Eleanor's son Paul spoke about farming today.

NOCTON HALL FIRE—HISTORY REPEATS ITSELF

Nocton Hall, built between 1841 and 1851 and a Grade II Listed Building, was seriously damaged by fire in the early hours of 24 October. Ironically this hall was built to replace the old hall burnt down in 1834. For a comprehensive history of the earlier hall read Carol Bennett's article in Lincolnshire People and Places. The present Nocton Hall had been empty for some time and apparently at some stage stripped of much of its grand interior—how is it that empty buildings of this kind are almost always so inadequately protected from serious architectural theft? Carol Bennett used some interior photographs for her article, so we know something of what has been lost. I remember a visit with the now defunct Boston Architectural Study Society (BASS), but sadly all I photographed was a view down into the ice house. Fortunately Carol's article gives a detailed history of the relationship and situation of the latest and earlier halls, and one would hope for adequate archaeological investigation before any future work on the site is sanctioned.
58.5 Audio material

I was very pleased to read the note in the recent Bulletin that accompanies Lincolnshire Past & Present asking for information on recorded audio material relating to Lincolnshire. I have the following audio tapes. The first three were recorded on a portable machine with the agreement of the speaker. They relate to my native village of Scredington, near Sleaford, and have not been published.

<table>
<thead>
<tr>
<th>DATE</th>
<th>SPEAKER</th>
<th>TOPIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>1973</td>
<td>Fred Macham, Jim Porter</td>
<td>In conversation about Scredington 1900-50</td>
</tr>
<tr>
<td>1974/5</td>
<td>Clara Melton, Walt Lawson, Jim Porter, Ada Gray</td>
<td>As above, and about my father in 1900/1910</td>
</tr>
<tr>
<td>1981</td>
<td>Ida Wright</td>
<td>Her brief life story in Scredington from 1905</td>
</tr>
<tr>
<td>1993?</td>
<td>A copy of a BBC programme on Tennyson's Northern Farmer</td>
<td></td>
</tr>
<tr>
<td>1991 Sept</td>
<td>Alf Walker</td>
<td>A Fen Talk recorded from BBC Radio Four</td>
</tr>
</tbody>
</table>

Jim Porter and Fred Macham still live in Lincolnshire and are worth interviewing if anyone has the opportunity to meet them. The others named are all deceased.

John N. Porter Tel 01935 873633
AMY - WONDERFUL AMY, Queen of the Air!
A Lincolnshire Connection?

Jim Murray

Reading Room and cottage, Tealby. Amy’s relatives lived here. Inset: Amy Johnson, 1930s.

As a long time resident of Front Street, in the beautiful Wolds village of Tealby, I was fascinated to discover recently that there is a strong possibility that the famous aviator, Amy Johnson (1903-1941) used to visit relatives who lived in a house close by the old Post Office in Front Street and opposite my former home, South View.

On 10th July 1959 a picture postcard showing the view looking down Front Street with the Post Office on the left and South View on the right, was posted in Tealby addressed to: Mrs Mabel Firth, at 31 Main Street, East Leake, Loughborough, Leicestershire. It reads:

Dear Mabel,

Spending a few hours on the old village What a lot of new houses, just called on the vicar. He does not seem to alter at all. Hope to have news of you soon.

Love from Grace Wardle

The postcard picture is not unusual. Several copies exist. But together with the postcard was found a note with Grace’s reminiscences of her Tealby days. Significantly, she describes accurately facts about the area: the Post Office being in the Lee family ‘since the beginning of the Penny Post’ and the postmaster Harry Lee and his son Kenneth, ‘the last of the line who died in 1959’. Across the road through a ‘stone pillared gateway’ was the cobbler’s shop of old Searby, ‘who used to put hob-nails in my boots’. The building on the left ‘with drain-pipe used to be what we called the Reading Room and used to have a Billiard Table in it—a sort of recreational unit for the youth of the village’.

Grace continues: ‘...just below the house on the right used to be Howell’s grocer’s shop—later after Mr Howell’s death [it] became a café run by other members of the family’.

In the postcard down the street opposite the Smouting can be seen a van. Grace describes this as ‘...owned by Burrell’s Chemists of Market Rasen who used to bring medical requisites and mineral waters into the village’.

This vehicle had, on one occasion, overturned at the end of the Smouting after swerving to avoid something strewing broken glass all over the road. All the above observations are verifiable and are exactly as described by Grace. There is, therefore, a compelling likelihood that her remarks about Amy Johnson contain a strong element of truth.

Most interesting of all is how Grace
describes ‘...between that [Reading Room] and the Post Office is a small jitty leading to a cottage at the back of the Reading Room’ where her Aunt Betsy and Uncle Carl (or Gar [illeg.]) lived ‘til the end of their days. Aunt Betsy was sister to Grandmother, my Father’s (sic) mother. Another sister was Grandmother to Amy Johnson, the famous avianaut. Members of the Johnson family used to come from Hull most years to spend holidays in Tealby with Aunt Betsy and uncle Carl (?). I never remember Amy. But other cousins Frank and Hilda. Autograph I have dated 1925 of these cousins recorded in mothers Autograph Book. Used to be very frequent visitors, and I used to spend a lot of time playing with Frank. It must have been in 1921 assuming it was my Father’s disembarkation leave after service in the MEF [WW1 Expeditionary Force]. We went over to Hull to stay with one of the Johnson Family. Hull fair was on the time. Here 1. [illeg.] water toilet and electric light.’

Amy Johnson’s maternal grandparents were William Hodge and Edith Ada Hague. Her paternal grandparents were Anders Jorgensen, a Dane who settled in Kingston upon Hull changing his name to Andrew Johnson, and Mary Ann Holmes. It is likely that Grace refers to the Hodge or Holmes branches of the family.

But tantalising as it is to speculate on Amy’s visits to relatives in the village, there are two difficulties. Firstly, the existence of a cottage in the position described is in doubt. The 1906 Ordnance Survey map indicates three dwellings [now two] on the site facing Front Street, but no cottage to the rear. Secondly, an investigation of the 1901 Population Census for Tealby, electoral registers, land tax returns, and directories for the early 1900s has failed to place Amy’s grandparents in Tealby. This does not preclude the possibility that Grace might have mistakenly taken other relatives to be grandparents.

Amy Johnson, legendary heroine pioneer of aviation, was born on 1 July 1903, the eldest daughter of Amy and John William Johnson, a successful Hull fish merchant. After graduating as BA from Sheffield University in economics, she held various secretarial posts before learning to fly at the London Aeroplane Club, gaining her full pilot’s licence in July 1929. In December 1929 she became Britain’s first qualified woman ground aeronautical engineer. Amy achieved unexpected celebrity and international fame when she flew solo from England to Australia (the first woman to do so) in May 1930 in her aircraft Jason, winning a £10,000 Daily Mail prize. As a result of this and other long-distance record-breaking flights, she became the glamorous darling of the nation and adored all over the world. Publicity pressure and notoriety led to her divorce in 1938 from Scottish fellow aviator Jim Mollison after six years of marriage. On 5 January 1941, 57-year-old Amy, by now an Air Transport Auxiliary ferry pilot, was lost when she baled out of her Airspeed Oxford aircraft which crashed into the Thames Estuary on a delivery flight from Prestwick, Scotland to RAF Kirklinton, Oxfordshire. She had often predicted that she ‘would finish up in the drink’. Tealby has a long tradition of familiarity with the aviation world due to its proximity to Lincolnshire airfields (notably RAF Binbrook) and residence in the village of serving and retired members of the RAF. The village would have taken Wonderful Amy, Queen of the Air, very much to heart.

Notes:
1. Aviation heroine Amy Johnson was the subject of musical appreciation including the popular song 'Amy (Wonderful Amy)' by Nicholls and Gilbert. 'Queen of the Air' was featured in a successful revue at the Palace Theatre, Hull in the 1930s.
2. Spelling and punctuation are left as in the original. The vicar of Tealby at the time was the much-loved Rev Frederick Minminkin Fitch. The sender may have been Mrs Windle or Wardle—the signature is illegible. The postcard bears the words 'Post Office, Tealby, Lines' and has the name of the photographer C. K. Lee (Ken Lee).
3. On the site of what is now the Chantry, Front Street, there were three small cottages. One of these was Sarby’s cobbler’s; another was known as 'the Parliament' where village elders used to go to gossip.
4. This house (formerly two) in recent years was known romantically as Claire de Lune and was at one stage a fish and chip shop.

5. The house on the right is South View and the grand building below it is the former United Free Methodist Chapel built in 1854 by Robert Wid-dowson, former owner of South View. A private residence (known as Chapel House) for many years, it was formerly Howell’s grocer’s and café. During WW2 it was popular with R.A.F personnel from nearby airfields, and their girlfriends.
6. Jitty = a small passageway, ginnel.
7. Hull Fair, a popular carnival, has been held annually in the second week in October since its Charter of 1279.
8. Additionally, there appears to be no local oral tradition of the Johnson connection.
9. Jason, a two-year-old de Havilland DH-600 Gipsy Moth bi-plane with an open cockpit, a 9 metre wingspan and top speed of 90 mph (G-AAAH) was painted green and named after the trademark of her father’s business.
10. Inter alia Japan and back via Moscow 1931; record solo flight to Cape Town and back 1932; 1933 Transatlantic flight (with Jim Mollison) 1933.
11. James Allan Mollison (1905-1959), record-breaking long distance pilot, was born in Scotland and become a flying instructor at Adelaide Aero Club, Australia. He met Amy in Capetown after her record-breaking flight. The boisterous pair were the most famous aviation couple and inevitably the marriage suffered. Subsequently he remarried twice, eventually gave up flying and took a London pub.
12. Some years ago the late Flt Sgtn Tom Lee (RAF retd) and King’s Head landlord Brian Tabiner became the first Tealby civilians to ‘go super sonic’ when they flew in Concord.

Acknowledgements
The writer thanks Rachenda van Laut, Jean Panthorpe of Lincoln, J. A. Chillver and Susan Crook (nieces of Amy Johnson), for help and advice. Staf of Lincolnshire Archives, Dr David Marchant and staff of the Amy Johnson Museum, Sewerby Hall, Bridlington, and Peter Little of Bromley were most helpful; Dr R. Fereday of Plymouth provided stimulating discussion on the subject.
SIGNS of the times

David Start

Those of you with long memories might recall that in 1964 our quintessentially English road signs were changed to European types following the report of the Worboys Committee on road signage. Such gems as the torch of learning (to indicate a school) were phased out and in came the Euro-symbols, with no words to help!

Direction signs had first been standardised in 1921 in the form of fingerposts in black and white with three-inch high letters but by 1931 direction signs on major routes were made larger and clearer. On rural routes the fingerpost prevailed and even survived the signage upheavals of 1964. In 1987 a review of direction signs sought to replace all pre 1964 direction signs with the exception of fingerposts on unclassified roads in rural areas. It was recognised that the introduction of modern signage in these locations would be intrusive and out of place – but that reprieve was to be short-lived.

In 1994 the national Traffic Signs Regulations were revised again. Deep within their rather officious paragraphs is contained the following instruction: 'A modern replacement for the traditional fingerpost sign is prescribed for use on rural roads'. Few of us could have realised that this seemingly innocuous statement would deal such a blow to local distinctiveness and our rural landscape. The nation's traditional guideposts were gradually supplanted by the 'modern replacement' - a grey coated steel pole with reflective arms of sheet aluminium; without doubt more efficient, but lacking in character. Our traditional versions come in a range of cast iron, concrete and timber and many have county, RDC or parish names incorporated. In the smaller details of their design they are distinctive of Lincolnshire - even particular to Lindsey, Holland and Kesteven with variations right down to parish level. Around 1997, Jean Howard, SLHA member and keen local historian, began to notice the steady losses and...
launched a campaign to try to save the surviving traditional signs. She joined forces with the Heritage Trust of Lincolnshire and together we confronted the officials from Highways and Planning. To our surprise we found there was no formal record of where road signs were situated, so it was impossible to say how many there were or how many of the older types survived. The first task was to undertake a survey. Les Osborne of the Mills Group organised that first survey, and parish councils were asked to complete record forms describing their guideposts. Only about a quarter of them responded, but from those who did, we worked out that enough survived to make it worth fighting on.

Our early contacts with the County Highways Department were not encouraging. From their point of view, they were successfully fulfilling the 1994 directive and feeling quite good about it. At first they could not really understand our desire to keep the old signs, but as time went by the idea grew on them, and four years ago a working group called “Traditional Roadsigns in Lincolnshire” (TRIL) was formed with Lincolnshire County Council and Heritage Lincolnshire together with Jean Howard and others. An agreement to save the traditional guideposts was drawn up and published in the form of a Memorandum of Understanding.

The first requirement of the new agreement was to improve the survey of guideposts, work undertaken by the County Council through staff of the Sites and Monuments Record. Clearly they could not drive every lane and by-road in Lincolnshire, sign-posting. That would be difficult and costly. Instead, they noted the location of every guidepost marked on older versions of Ordnance Survey maps and systematically visited them, noting whether the original guidepost survived and its form and construction. They recorded 106 cast iron fingerposts, 11 of timber and 229 of concrete with wooden arms. The distribution is distinctive with most of Lindsey with concrete, Kesteven a mix of cast iron and concrete and Holland largely (and most elegantly) in cast iron. In Kesteven and Holland the posts often bear an annulus with the old county (and sometimes parish) name. The cast iron posts are often datable as many bear makers’ marks. The earliest, were made about 1900 by James Coulats Ltd of Grantham. The others seem to post-date the Ministry of Transport’s 1921 instruction with posts by Stanton (1920s to mid 1930s), Duckers (1920s to 1960s), Royal Label Factory (1921 to 1939) and several by unknown makers. Concrete posts are of two types, octagonal and square. The former are thought to be earlier, probably pre-war, while the latter are likely to date from the 1950s. During World War II local councils were instructed to remove or modify directional signs to confound invading enemy troops. It is not clear whether this instruction was followed throughout Lincolnshire. Perhaps readers could help us here by reporting their memories of this. It seems unlikely that all the posts were uprooted, but perhaps the arms were removed or even pointed in the wrong directions!

Following the survey, it was decided that the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) should be chosen as a pilot area for the refurbishment of signs. Funding was found through Lincolnshire County Council and the Lincolnshire Wolds Countryside Service, and the TRIL group identified clusters of parishes with surviving signs in need of refurbishment. Thanks to the hard work of LCC Highways and Planning the refurbished signs retain all their traditional good looks with smart black and white posts and new timber arms. The proportions of the original arms have been retained and the place names are applied with metal letters painted black on a white board. They are a delight to see.

Most of the surviving signs in the Wolds AONB have now been refurbished and we are considering the possibility of restoring some of those replaced by modern signs with traditional replicas. This could be done on some of the more sensitive routes (for example, the Bluestone Heath Road). The makers of the Lindsey type concrete post are still in business and the TRIL group will decide whether to go ahead in the next few weeks. Meanwhile the programme to refurbish surviving traditional guideposts will continue throughout the county.

This is thought to be one of the first county co-ordinated attempts in England to protect and preserve this aspect of local identity and the commitment of Lincolnshire County Council Highways and Planning team is to be commended in this matter.

**FISHY BUSINESS**

An unusual sale took place recently of a number of cases of stuffed fish, formerly owned by Boston Angling Association. The sale was in Devon, and was only noted in the Boston paper a day or two before the event, so one doubts whether anyone with a local interest would have had much chance to consider the items. Several of the cases, the earliest dating to 1890, recorded details of the catches, such as two pike caught in the Hobhole Drain by J. Lam in 1929, which weighed 18lb 9½oz and 18lb 8½oz. Three rudd caught in the Witham by Arthur Hildred in 1930 weighed between about one and a half pounds and just over two pounds.

Fishing in local rivers and drains is very much part of the fenland heritage, even though the days are long gone when coachesloads from Sheffield steelworks used to descend on the area at weekends. I bitterly regret not photographing these events; my recollection is of hordes of mostly red buses everywhere on verges near the South Forty Foot Drain, especially round Wyberton High Bridge. All this must have been in the 1950s. When the collection first had to leave its pub home in 1988 I read about it and I tried to persuade both Boston Museum and the Museum of Lincolnshire Life to take it in but neither was interested, which I feel was short-sighted at the time. Several of the cases had notes of the catch and the name of the person who caught it. One would imagine that taxidermists are rarely called upon to stuff fish these days, so it may be a lost art as well. I was privileged to see photographs of the collection a few years ago; a considerable variety of fish was represented. Does anyone know of any other such records of local angling catches? Hilary Healey
SHOP RULES
FOR A DRAPEY STORE IN HORNCASTLE

The rules are handwritten. All the upper casing is as the original and the paper feels much used as if it has been closely guarded in the pocket.

P. Wheatley 29-11-04

Rules to be observed by Assistants in the employ of Eve Ranshaw and Mawer:-

Shop Rules -
1. All assistants to be in the shop before the breakfast bell calls.
2. One junior to be in the shop at 7-30 a.m.
3. Reading Newspapers and Books in the shop strictly prohibited.
4. Every Assistant is expected to come forward and serve in any department when required if not busy in his own.
5. Each assistant to stand behind his own counter and avoid standing in the door.
6. No Assistant is to leave the premises either on business or otherwise without permission from the Counting House.

House Rules -
1. The house will be closed punctually at 10-30 p.m. every night excepting Saturdays when the time for closing will be 11 p.m. and Sundays when it will be 10 p.m. and all lights to be extinguished in the Bedrooms within half an hour of the time mentioned.
2. Any one wishing to remain out later must obtain permission from the housekeeper, disregard to this rule will be followed by immediate dismissal.
3. The Latch Key will only be granted on very special occasions and permission can only be obtained from one of the firm.
4. Washing in the Bedrooms will not be allowed after breakfast and no assistant is allowed to go upstairs with boots on their feet. Slippers must be provided or the house boy will fetch anything required.
5. Strangers are not permitted to enter the house and assistants not to enter the Kitchen.
6. Ten minutes is allowed to each assistant after 10 a.m. on Sunday mornings to finish dressing.
7. All arrangements made by the Housekeeper must be strictly adhered to.
8. Smoking allowed only after 2 p.m. on Sundays and after the shop is closed on weekdays.
9. The front door not be used when the back gate is open

By Order

Disappointingly no date on it! But it is possibly from the late 19th or early 20th century. Rule 8 would seem rather laissez-faire today I think! Ed.

Right: Bill head for a drapery store in Grantham—1950s

THE SHOP FOR HOUSEHOLD DRAPERY

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PROP.: H. E. BEEVERS.

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HOUSEHOLD LINENS, DRESS GOODS, FURNISHING FABRICS.

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Lincolnshire Past & Present No 58 Winter 2004/05 19

A warm and intelligent look at the world of non-League football. Although subtitled 'a history of Boston Town' (a club in the United Counties League) there are few pages where the more famous League 2 Boston United is not also mentioned. This can be forgiven seeing that the histories of the two clubs are closely linked. Boston United FC came into being in the 1930s when the original Boston Town was wound up. Then in 1964, amid a great deal of financial uproar, United's directors decided to quit senior non-League football. There was a public meeting to discuss the future of the game in Boston, and as a result a new club was formed. Thirty years hence they would be known as Boston Town FC, but in 1964 they were the only senior football club in Boston. The Boston Football Club, or simply 'FC1'. They kept this name even when Boston United reappeared on the scene and the two clubs existed side by side in various non-League set-ups. United took on the dominant role, eventually joining the Football League, but FC (later Boston Town) resigned to being a big fish in a small pond, have been successful in their own way, winning 17 senior trophies during their 40 years' history. The author has included some vivid memories as well as researched facts, and while the book lacks the autobiographical depth of Colin Schindler's Manchester United ruined my life, it is an important contribution to the history of sport in Lincolnshire and a tribute to the many people who have helped build Boston Town FC.

Rox Beever, Lincoln


This is not a formal chronological history of Goxhill nor is it the more common recent type, i.e. collections of pictures with captions, with or without other connecting essays. Here four men have put together the results of well researched slightly more academic studies relating to the village's history. Although this book has its serious aspects there is nothing here that should deter the general reader, particularly those with local connections, from enjoying what is presented here.

But readers in the wider world will also gain much from the academic research prepared for the University of Hull in 1971 and 1988 by Russell Cook and Michael Border respectively, which form the basis for a good deal of the content. Presumably to aid readability the sections alternate between one subject and others. So we start with landowners and occupiers, which, while it leads into the following chapter on Parish government, also leads into chapters 3 and 5 on agricultural history and development. Some aspects of Parish government also lead into the fourth chapter on Population before 1800 and the sixth on Law and Order and the Problem of poverty. There is a link too between the material on pre-1800 population with the seventh chapter on Church and Chapel, which leads into an analysis of the 1851 Census in chapter nine. There is a piece on education (Ch. 8) and the book ends with a long article called Countryside matters and one of biographical studies of men lost in the two World Wars. The countryside matters range from ploughing methods, field management, pig killing day, water supply, wildlife, the local hospital, brick-making, several family histories and, finally, a list of horse cures, compiled by a young man working as a groom for Squire Tumor at Pant Hall in 1897.

The researchers made good use of the church and other records. Thus we have detailed accounts of the practices involved with dealing with the poor, the costs of their removal, the work and accounts of the overseers, which show what food was fed to the inmates and their comparative costs. The population studies reveal estimates for the village's size for 1563 and 1603, using the Ecclesiastical Censuses; lay subsidies and other sources have been used for further estimates along with figures for baptisms, marriages and burials from 1660-1801. The enclosure records and maps help in building up a picture of field systems, ownership, the work of overseers on highway maintenance and their attendant use and costs of materials. Rex Russell's mapping is shown to advantage in these sections. Later, the 1851 Census yields several useful analyses of occupations, places of birth, etc. and here as elsewhere the lists of names will prove a goldmine for family historians.

There is then much informed and readable research and good illustrations on good paper, showing high production values. It is an excellent piece of work and one of the best of recent village studies. I know what 'sparras' are but my Jabez Good book on Lincolnshire dialect words has no reference to 'fomards', and the book does not say!


Although I have been unable to obtain a copy for review (and the County Library has not as yet [10 Sept., 2004] bought a copy - nudge, nudge) I still felt it was worth-while to refer to this important study.

The Times in its issue for 3 August devoted a large space to it. The book, it seems, surveys the earliest attempts by the Greeks in the third century B.C. to ensure that sailing was as safe an occupation as possible by the development of charts. The author re-
fers to the work of Eratosthenes, who, by measuring the length of shadows, calculated the size of the earth's circumference; from these measurements the modern nautical mile was later worked out. The problem of steering a course with a degree of accuracy was obviously a major problem and the book deals, continent by continent, with the efforts mapmakers have made to provide the sailor with the necessary materials. In the chapter on Australia and New Zealand the work of Matthew Flinders, who charted the coast of New Holland/New South Wales is given prominence with Captain Cook; Flinders was the first person "to utter the word Australia and thus christen definitively the island continent" (the reviewer's words). Bass and Franklin get passing mention also.


This concise account of D-Day is one of the many works on the subject published in this 60th anniversary year and covers the events of June 6th, 1944 from the airborne landings just past midnight on to the seaborne assaults on the various British, Canadian and US beaches. There are several firsthand accounts from people who were there, including Dick Bowen, the co-author, who landed with the East Yorkshires in the first wave on Gold Beach, and photos and maps complete the story. This book would suit those looking for a general introduction but not for a detailed blow-by-blow account. The only Lincolnshire connections are the publisher and editor.

Terry Hancock, Cherry Willingham


Mailly-le-Camp was (and is) a large French army training ground in NE France, used by artillery and tanks; captured by the Germans in 1940 it was, in May 1944, the home of a Panzer Division which, to the consternation of the Allied planners, was well placed to rush to Normandy to oppose the D-Day landings the following month. Consequently, on the night of 3/4 May 1944, 350 Lancasters of 1 and 5 Groups, Bomber Command, set out from their Lincolnshire bases to destroy it; targets in France were considered much less risky than those in Germany by the powers-that-be so such a raid was only counted as one third of an operation to set against the 30 every crew had to do before being rested, hence the crews on this raid experienced less anxiety than they would have done with a German target - it was to be a 'milk run'.

However, things went badly wrong - the Pathfinder leader found that his radio frequency was jammed by an American Forces broadcast (possibly relayed by the Germans) so that he could not contact the other bombers to tell them on which marker to bomb - there were strict instructions concerning accuracy to avoid killing French civilians in the area. Thus some bombers had to orbit the markers for 15 minutes, giving German night fighters plenty of time to take-off and intercept, a task made easy by the flares dropped by the Pathfinders and the brightest moonlight many crews had seen. 42 Lancasters did not return to Lincolnshire that night, 12% of those taking part and the worst percentage lose that Bomber Command suffered during WW2; 258 of their crews were killed but their sacrifice wasn't in vain as the camp was virtually demolished, and 37 tanks and 65 vehicles destroyed.

This story is well told, with many firsthand accounts from surviving crews and a welcome acknowledgement of the bravery of the French Resistance and ordinary French people who risked certain death or a concentration camp to help shot-down airmen to escape, even those who had been bombing them a few minutes previously! One slight silver lining was that, after this disaster, raids on French targets counted the same as those on Germany, Co-author Geoff Gilbert was one of the aircrew who got back to Lincolnshire.

Terry Hancock, Cherry Willingham


A wide-ranging variety of subjects are considered here under the general title of "at play". The first page shows a pair of photos of a car Rally at Grimsby c.1914 and the Gaity hall rink also in Grimsby (1922). There are many more transport pictures, racing cars on Mablethorpe sands, charabanc outings, Trusthorpe caravan park in the 1920s, Ruston Proctor works outing c.1910, cycle club riders at Owmby Recrency and so on. Sports are covered - tennis, regattas at Gainsborough and Boston - and all sorts of other activities in the historic county. Thoroughly enjoyable pictures, well produced as always.


The author draws on his postcard collection again but avoids the obvious pictures (Cathedral, Stonebow, etc). What we have here are 60 views of different parts of the city, mostly a hundred years old, published by firms such as Firsby of Lincoln, Lillywhites and A & G Lewis (Nottingham). Many are of residential areas and it is surprising that cards of such unremarkable streets as Eastfield Street, Harris Road or Nethorpe Street were ever published, as they can not have attracted large sales; yet, in 2004, we can be grateful that they were as they provide a permanent record of those locations. They show costume, many types of transport - a fine horse in the middle of Richmond Road, electric trams at Bracebridge and, a striking difference for the modern reader, very few cars.

Not all the changes have been for the good - I was interested to see the steps on the corner of Spring Hill and Beaumont Fee; anyone who has walked round that corner must wish that they had never been removed. At £3.50 this is good value and a joy to those who like looking at photographs of old Lincoln.

Eleanor Nunnestad, Lincoln

LEADENHAM OVER-SIXTIES CLUB. Lamplight and lavatories: a century of memories. The Club, 2004. 48pp. No ISBN. £3 pbk (or £3.60 by post from Mrs D.G. Woollas, 13 North Road, Leadenham LN5 0PG).

I have greatly enjoyed this modest booklet. The members of the club have set down memories of village life, not all of it set in Leadenham,
from the first Great War until the 1950s. The first part covers lives spent in conditions very different from those now and a real insight is provided into how people made ends meet and enjoyed life in days before radio, let alone TV. A lot centres on the work available at the Hall and the benevolence of its enlightened owner. The second part covers many of the wartime activities, particularly of ladies allowed to drive tractors, join the services and sample life generally away from rural Lincolnshire.

It has all been skilfully put together and the individual memories of the many who took part are run into a seamless and valuable record. There are a good many pictures and the only slight drawback was the use of a colour for the captions that makes them hard to read on the glossy white paper.

LINCOLNSHIRE OLD CHURCHES TRUST. Our first 50 years. The Trust, [2004]. 48pp. No ISBN. £5 pbk: post free from the Trust’s secretary, PO Box 195, Lincoln LN6 9XR.

The many fine pictures (black and white and colour) first catch the eye – not only general views of church exteriors but also the interiors and interesting details of churches and chapels also. But the real purpose is to detail the work of the Trust, now entering its second half century. We learn of its beginnings and, most interestingly, we read of the many people who have been responsible for taking on fund raising activities (the range and number of those over 50 years alone present a picture of tremendous activity and enthusiasm) and all the other work of an organisation supported by a wide range of well-known Lincolnshire people. There are well deserved tributes to the Earl of Ainger and the Rev. Henry Thorold, who not only served on committees but, as did many others, made their homes available for garden parties, and all types of fundraising work. So many others (such as Canon Binnall) that the booklet becomes a sort of ‘Who’s who’ of the county’s charitable workers. For the pictures alone this is well worth its modest price but the text is a very readable and uplifting account of what can be done in a good cause by enthusiasts.


It is not our usual policy to review purely literary material but among all the enjoyable poems here, based on wartime service by airmen and WAAFs, the Lincolnshire content has its interest. The author’s works are based on true stories in most cases and profits will go to the Sibsey Lancaster memorial Trust.


Mrs Pope has now extended her reviews of the villages in East Lincolnshire to two more largely ignored places. She follows a similar pattern to her other little books – pieces of information from a variety of sources on all sorts of topics. Most interestingly, however, she has rescued a large number of pictures and places that might otherwise never have seen the light of day. 27 pictures, 2 maps and a readable text must be good value.


In December, 1606, full of hope, the Virginia Company of London sent one hundred and five men and boys in three tiny ships to establish an English-speaking settlement on the east coast of North America. If the Spanish could find gold in the Americas, so could the English. If the Portuguese could profit from trade in spices from the Indies, so could the English, via the new route they were sure to find up the rivers of the Chesapeake right through to the Pacific. And if the settlers could avoid ‘offending the naturals’, they could depend on the same ‘naturals’ for the food which they were ill-equipped to grow for themselves. This harmony between English and Algonquian Indians would develop into a profitable trading economy and a fertile seedbed for the Protestant faith.

David A Price’s book is one of the most readable accounts of how those high hopes turned into despair and death for the great majority who set out from England. The settlement in Jamestown Island did survive and so became the first permanent English colony in North America. But it was at huge cost, to the Company whose Charter was eventually taken over by King James, to the settlers who died like flies in the squalid conditions and summer heat and to the ‘naturals’ who were reduced to a few starved outlaws within forty years. There was no gold and no way through to the Pacific. Jamestown became a plantation economy, producing high quality tobacco from indentured labour, white and black. After the North won the American Civil War, Jamestown’s story lost out to the later arrival of the Pilgrim Fathers, a much more acceptable origin of the ‘land of the free’.

Of love there was very little. Price’s account of how Pocahontas saved the life of Captain John Smith makes clear that her affection for him was as a father, not as in the romantic Disney version. But he also describes how the gentle and devout John Rolfe won her favour and brought a temporary peace to Virginia, before the couple sailed to England and her death in Gravesend.

There was a wealth of hatred. The initially welcoming Indians decided to starve the English out. The colony’s gentlemen leaders bitterly resented Smith, as a farmer’s son and know-all veteran of the Dutch and Turkish wars. He did become ‘President’ through his astonishing ability to survive and he forced the colony into some sort of order. But, after only two years, he left, badly injured, never to return. His inability to say what the Company wanted to hear prevented him from receiving their thanks.

The survival of Jamestown is a good story, greatly enriched by the recent excavations on the island by Bill Kelso’s team. As the four hundredth anniversary of the founding of America approaches, David Price’s sharp journalistic eye for interesting detail provides an up-to-date introduction, which fits well into the wealth of published material, from John Smith’s eye-witness journal to Philip Barbour’s scholarly research.

John Haden, Lecturer

RYDE, Peter. Some Lincolnshire film-makers. Lincolnshire Film Archive, 2004. 48pp. ISBN 0 9547376 0
1. £4.95 pbk (£6.45 by post from Primetime, P.O. Box 140, Boston PE22 0ZP).

Peter Ryde has become very well-known around the county not only at local history society meetings but at a wide variety of other organisations' venues. In 1986 the county's Film Archive was launched and since then a great variety of material has come to light and been preserved. The greatest role in finding, preserving, storing and dissemination has fallen to the author.

Here he distils much of the technical changes from the primitive beginnings and relates something of the lives of the pioneers. In the first section he succinctly describes the origins of moving film and developments along the way especially as they affected amateur students making use of the early forms of cine-film, the introduction of colour and sound up to modern-day video and editing techniques. All these technical matters are lucidly explained. The story is given life in retelling the stories of the county's pioneers. The work of ten makers of films, from Jack Campbell in Grantham to John Howard, lately of Bishop Grosseteste in Lincoln is succinctly described; by this approach we obtain a clear idea of the way film was used, the technical enterprise that was shown and the contribution they made when showing off their prowess. Stills from their films appear throughout with examples ranging from local sports days to coronation processions and the like and from long gone farming methods and machines to, even, an operation in Spilsby Hospital, all enlivening the very readable text. This is a first-class little book and well worth its modest price.


It is only comparatively recently that the existence of the 'Auxiliary Units' of WW2 has come to light, many of their members, having been sworn to secrecy, carrying this secret to the grave well after WW2, not even their families knowing any details. These Units were formed after Dunkirk and were composed of groups of local civilians, rather like the Home Guard; there the similarity ended as these men were trained to, in the event of German invasion, go (literally) underground and harass the occupiers. Underground, quite well-equipped, hide was constructed all over the country, very few people knowing of their existence, and the members of the Units were trained and equipped with firearms and explosives. In November 1944 they were stood down. This book tells the story of these Units in Lincolnshire, with plans of a typical hide, details of the weapons and personnel, photos of remaining hides, and what is known of the patrols and their locations (much isn't); the Lincolnshire HQ was Dalby Hall.

The author has, in spite of all the secrecy surrounding the Units, found out much detail and is to be congratulated for recording this little-known facet of WW2 in Lincolnshire.


The popular series continues to expand, in some cases into increasingly exotic areas. Costume jewellery in the Roman period might be considered to be just such an area, but this study by Ellen Swift of the University of Kent forms a serviceable and up-to-date introduction to a type of find common on Roman-British sites. It constitutes a valuable practical guide for those studying finds from excavations or in museum collections, and it complements the recent Tempus book by Alexandra Croom on clothing and fashion. Both owe a great deal to the pioneering (and ongoing) research of J. P. Wild, whose magnum opus also covering textile-manufacture is expected shortly.

As the booklet demonstrates, a variety of materials was employed for dress accessories — as for kitchen and table items — according to both taste and resources and to changing fashions. There has been a tendency to concentrate on luxuries; Swift argues, however, that mundane objects subjected to appropriate analysis can be more enlightening about society than previous items available only to a few. The publication in recent years of several large groups enables the author to discuss some current ideas and applications, including issues of gender and symbolism.

Different chapters cover production and distribution methods, and in turn brooches, bracelets and rings, beads, pins, and belt-sets. These sections also include some choice examples and illustrations, as well as typologies for each artefact, but are hardly comprehensive. Lincolnshire's extensive collections do not merit a mention. A final chapter sets out their value for understanding Roman culture, including the extent to which a 'Roman' style penetrated the provinces. The book concludes with a reading list and a (rather limited) list of museums.


This is the second book in as many months with East Kirkby airfield, Lancaster Bombers and Lincolnshire farmers as its theme. However, this title is very different from Just Jane (See Autumn Issue). It is the biography of John Chatterton, a Lincolnshire farmer and University Lecturer who, between 1940 and 1946, served in the RAF as a pilot, mostly flying Lancasters. It is not a balanced biography, taking up 42% of the text on just 6 years of John's life. However, it is a lot more than a wartime chronicle, covering the pre and post-war eras and looking at such things as the changes in farming practice over the years.

John Chatterton was born at Hagnaby Grange near Spilsby in 1920. When East Kirkby airfield was built in 1943, the Grange, falling within its eastern boundary, was requisitioned. It was destroyed in an aircraft accident in April 1945. At almost the same time John, having already completed a full operational tour and having spent a short time instructing, was posted to 610 Squadron at East Kirkby. To further compound the coincidences, part of East Kirkby was turned into an Aviation Heritage Centre in 1987. It possesses a non-airworthy Lancaster operated at times
by John’s son, Mike, who also piloted the Battle of Britain Memorial Flight Lancaster, based at nearby RAF Coningsby.

This is the author’s first and, he claims, last book, which is a pity as it is generally well written, if a bit expansive, with good monochrome photographs. However, the publication leaves something to be desired. There is a bibliography, but it is not referenced and the text refers to documents which are not in the bibliography. There is no index, which is irritating. The map of airfields in central Lincolnshire is not accurate and would be improved by covering another 5 miles north and east, thereby showing another 7 airfields.

Although these shortcomings do detract from the book, it is, nonetheless, an enjoyable and interesting book, telling the story of a very remarkable, likeable and yet, at the same time, very ordinary man.

Simon Erskine Crum, Wellingore (Sadly, John Chatterton has died since this title was received for review - Reviews Ed.).

RECENTLY RECEIVED OR ANNOUNCED BOOKS


TAYLOR, Erica, editor. Doors of opportunity: conversations with the Revd Marjorie Malby. The editor, 2004. 128pp. ISBN 0 95488636 0 7. £4.95 pbk (or £5.95 by post from the editor, 93 Wellholme Avenue, Grimsby DN32 0BP).

WRIGHT, James. 50 years of Skegness stars. [The author, 2004]. 17pp. ISBN 0 902871 05 7. £1.75 pbk (post free from the author, 33 Parker Street, Cleethorpes DN35 8TH).


In our last issue it was reported that the book published on Leverton had sold out and a new issue was unlikely. The good news is that not only has the book been brought back into print because of continuing demand but that the first 300 copies are accompanied by a DVD. Available in Boston bookshops at £10, it can also be obtained from Mr. Alan Tosney, 20 Elmwood Avenue, Boston PE21 7RU for £12.50 including post and packing.