Were the Pilgrim Father tried at Boston’s Guildhall?
City and County Museum • Sinking of the Lusitania
Horse racing at Lincoln • A poem about Boston
A Lincolnshire farmer’s daughter • Notes & Queries • Books

Magazine of the Society for Lincolnshire History & Archaeology
Contents

2 Editorial

3 City & County Museum
   A look back at the history as we look
   forward to the opening of The Collection
   (with original documents)

6 Horse racing in Lincoln
   Some peregrinations of Lincoln race
   course—researched and presented by
   Robert Wheeler and Dennis Mills

13 Notes & Queries

17 A Lincolnshire farmer’s
    daughter Susan Jones on Elsie
    Holmes

18 A Poem about Boston
    by Susan Tapply

19 Pilgrim Fathers
    Were they ever tried at Boston’s
    Guildhall?
    David Lambourne investigates

22 A Tealby tragedy
    Sinking of the RMS Lusitania in
    1915—Tealby connection—
    researched and presented by
    James Murrey

26 Bookshelf
    The latest books of local and historical
    interest reviewed

Lincolnshire Past & Present Editors: Hilary Healey, Ros Beevers
Reviews Editor: Ray Carroll – Production Editor: Ros Beevers
The deadline for contributions to the next Bulletin and the Summer issue of Lincolnshire Past & Present is 1 September 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 lindomecolonial@hotmail.com

Front cover illustration: The Horse and Jockey pub at Waddington, Lincoln
Back cover illustration: United States Airman at the Waddington International Air Show 2005
Welcome to the 60th edition of Lincolnshire Past & Present. Our articles are of excellent quality and should make enjoyable summer reading on a range of different subjects. We are very fortunate to be able to learn about horse racing in Lincoln—something that many will remember taking place at the Carholme Race Course on the West Common. Robert Wheeler and Dennis Mills, editors of that brilliant book Historic Town Plans of Lincoln 1610—1920, tell us that there was a lot more to it than that. Dr Wheeler and Dr Mills are both regular contributors to Lincolnshire Past & Present as is Jim Murray, who tells of a Tealby man, drowned when the RMS Lusitania was torpedoed in 1915. And were the Pilgrim Fathers ever tried at Boston's Guildhall? This question is explored by David Lambourne, a welcome new contributor who we hope to hear more from in the future. From Susan Jones we have an interesting story of farming skill and achievement.

Our new-look 60th issue has a few changes. Whilst trying to modernise the format we have kept many of the good points like Hilary's drawings. There are many pictures—and a poem! Osten-sibly about Boston, but Sleaford gets a covert mention at the end! We have more on commemorating coronations and an answer to the spring edition's mystery picture.

A couple of years ago we heard of enquiries about ceramic tiles on Lincolnshire buildings. Many examples exist, and pictured on the right are three from Lincoln. Hopefully some more examples of these ceramics will be forthcoming from readers—oh and perhaps someone can put more exact dates on these three as well! In the next issue we hope to be able to bring you news of the opening of The Collection, the new City and County Museum, already acclaimed in the national press as one of the top arts events of the year.

Ros Beever and Hilary Healey, Joint Editors

Tentercroft Street—MENCAP logo (1960s?) on MENCAP building (1970s?)

High Street—Magistrates' Court (1980s?). Royal Arms in red earthenware tiles

Tritton Road—Sainsbury's supermarket (1980s)
A museum for Lincoln - a want...

Every few years, some energetic person or society tries to stir up Lincoln to its great intellectual want (the greatest, as soon as a Free Library shall be started) that of a Museum.

Meetings of the Royal Archaeological Institute have been held at Lincoln in 1848 and 1880. Probably on the first occasion, and certainly on the second, the absence of a Museum evoked much unfavourable comment, as indeed was the case when the British Archaeological Association visited the City in 1889.

Again, when the Old Hospital (now the Bishop's Hostel) was left empty in 1878, meetings were held, letters were written to the papers urging the necessity of having a Museum, pointing to the Old Hospital as the very place for its "local habitation".

After the great success of the Lincolnshire Exhibition in 1887, an attempt was made by the Lincoln Science Club to induce the County Magistrates to approve of a scheme for converting a portion of the unused County Gaol into a Museum; and after the Church House and Institute Exhibition in 1891, there was a widely expressed desire for the formation of a Museum.

It is a great disgrace that no Lincolnshire Museum exists, and there can be no doubt whatever that its proper place is in Lincoln, the county town.

It is a great disgrace that no Lincolnshire Museum exists, and there can be no doubt whatever that its proper place is in Lincoln, the county town.

Above and below: CHAD VARAH HOUSE. The 'Old Hospital' was suggested as a site for a museum in 1878, but subsequently became the Bishop's Hostel and later, Lincoln Theological College. It is now part of the University of Lincoln.
the case of a building being erected for a Free Library, one story [sic] could be reserved to be used as a Museum. Thus, supposing the Library building were of three stories, the ground floor might be taken up with the reading-rooms and offices, the first floor might serve for the Library proper, and the second floor for a Museum. And, if a Free Library is to come into existence either on the vacant piece of land at the corner of Broadgate and Silver Street, or at the late Central National Schools, either would be an exceedingly good place for a Museum.

But it seems quite indefinite how long the City may have to wait for its Free Library, and probably the two movements, that for a Library, and that for a Museum had better go on side by side, but not linked together.

Another project of equal indefiniteness would reserve a place for a Museum in the New Civic Buildings, the Town Hall, Mansion House, or whatever else may emerge into the light of day, either in Silver Street or on the City Session House site.

Putting these visions of the future (further than human eye can see) aside, one site remains (which has already been alluded to), i.e. the disused portion of the Old County Gaol inside the Castle. This has the great advantage of being an actual building in existence. Also, if leave were obtained from the

**The artistic side of the Museum must not be neglected**

County Council, there would not be much structural alteration to be made to fit it for the purpose of a Museum.

And, granted that this part of the programme were carried out, there is no doubt whatever that a Museum in this place would attract numbers of visitors, already they generally go over that castle, and if there was any other thing to be seen inside its walls, multitudes would come, not only of strangers but our own citizens. One objection to the Castle site is that it might not be very available for the mass of the population living below the hill. There is some force in this objection, but it is a question whether a little distance would not lend a distinct attraction to the Museum.

The ideal Museum may be summed up as follows: It should contain sufficient Archaeological and Antiquarian exhibits to make the history of the City and County evident at least in salient points, Maps showing the Roman City, the Norman City, and the City at later dates, the County under the Romans, Saxons and Normans, would help to give interest and precision to the historical studies of the youth of the city. There should be no great difficulty in making this part of the exhibition very complete in Lincoln.

Then there ought to be a good geological collection, local and general, good Botanical, Entomological, Bird and Beast departments, to illustrate the wild life of the neighbourhood. No difficulty would arise on these heads, for we know that excellent local collections do exist, and other are coming into existence.

An iron-working city and district such as Lincoln, demand that in any local Museum, the various forms of iron ore (and of other metals) of the metals when worked (especially of beautiful wrought iron work), such as cast, wrought, or steel, and the machinery of making various forms of engines, etc., be well set out, the former in actual specimens, while the latter might suffice to be illustrated by measured drawings.

The artistic side of the Museum must not be neglected, a good supply of articles from South Kensington, probably occasional loans from the County families, with an exhibition once in a year or two of local work could all be managed.
14 years later...

THE GREYFRIARS MUSEUM LINCOLN

From 'Lincolnshire Notes & Queries' 1906

THE GREYFRIARS' MUSEUM, LINCOLN.— Those who have long wished for and worked for a museum in Lincoln will be gratified by the announcement of the completion of the alteration and restoration of the Greyfriars to serve that purpose. The upper room is finely proportioned and with good lighting, unfortunately the south side of the roof (as well as the north) has been partially glazed, spoiling the appearance of the roof externally and bringing the action of direct sunlight into play internally. The undercroft or vaulted room beneath has been opened out, the floor lowered, the wide lancet windows suitably glazed, and the electric lighting is admirably contrived to illuminate every part of the space. The Curator, Mr. Arthur Smith, F. L. S., F. E. S., (who has been well known for his work at the Museum at Grimsby) is anxious to hear of suitable exhibits from those who will either send them as loans or as gifts.

E. M. S.

GREYFRIARS closed to the public on Saturday, 2 October, 2004 in anticipation of a new museum for Lincolnshire opening in 2005 at Danes Terrace, Lincoln. Built around 1230 it was granted to the Franciscan grey friars in 1237 and remained a monastic building until 1539 when it became a private house. In 1558 its owner, William Monson, conveyed it to the Corporation for a Grammar School. A change of use in 1612 saw it become a House of Correction, and in the 19th Century the Mechanics' Institution, then a school once more. It was restored and converted to a museum by William Watkins and opened on 22 May 1907. In later years it has been known as an exhibition centre rather than the City and County Museum, being used to display annual exhibitions featuring different areas of the extensive museum collections. It also ran programmes of events for children and adults to link with the exhibitions. The new City and County Museum, which together with the Usher Gallery, is to be known as The Collection, will be officially opened in the autumn. (Ed.)
ONE OF THE EVENTS marking Lincoln's decline in the mid-twentieth century was the end of flat-racing on the Carholme, which occurred in the spring of 1964, when the famous Lincolnshire Handicap was run for the last time over the straight mile parallel to the A57. In 1985 this course was bisected by the building of the A46 by-pass, making a revival of that particular race impossible. This brought to an end a tradition of horse-racing at Lincoln that went back over several centuries, and involved several different courses near the city.

The earliest Lincoln Corporation record concerning horse races occurs in 1597, when a scaffold was erected as a temporary stand for spectators, the site not being specified. There are several references to racing at Lincoln during the next century, in 1617, 1635, during the interregnum, and in 1669. In 1617 James I attended a race meeting, viewing from a scaffold erected by the city, when the racing is said to have been 'on the heath', and there is a description of a 'race a quarter of a mile long... railed and corded with ropes and hoops on both sides, whereby the people were kept out' to allow everyone to get a good view. Longrigg helpfully explains that down to about the second half of the eighteenth century races were either very short, usually a half or a quarter of a mile, or over very long distances, split into several 'heats' or laps normally of four miles, with half-hour rests for rubbing down between the heats. The connection between the two is that the short distances were sprints, whereas the long ones could be as slow as a dawdle, until the sprint towards the very end of each heat. These points need to be borne in mind when attempting to work out the locations of early courses.

In 1635 a location is given a little more specifically as 'on the heath south of Lincoln', whilst in 1669 the geographical reference is even more specific. The corporation resolved to hold annual races on the heath in the parishes of Harlston and Waddington, though evidence is lacking as to whether this was carried out 'to the letter'. According to Hill, whose context suggests he was referring to the early eighteenth century, races were run for several years on courses both north and south of the city, until a round course of four miles on Waddington heath became the settled arrangement. A poster of 1734 referred to 'the
Figure 1. (Above). Proposals for a course on the South Common and Canwick Oxpasture
(Drawn by Joan Mills after LAO Mon 7/10/37)

Figure 2. (Below). Langwith's 1826 stand, from Padley's plan of the race course
Round Course on the south side of Lincoln and the Stamford Mercury mentions a two-mile course in 1746 at Waddington. Three sets of partial accounts survive from the period 1727-39, which make a miscellany of references to 'railes and stoopes' for fencing the course, to the 'stand' and to the toll of the booths on Waddington heath. It is difficult to know how the stand was built; there is the possibility of a scaffold, but it is also reported that the stands at Ascot in the second half of the eighteenth century were canvas booths.

A more precise geographical description survives for the Lincoln South Course in 1756, based on a map now lost. This course is described as oval in form, partly in Harmston parish, partly in Waddington, situated between the Grantham and Sleaford roads, with the Race House on the site of the Race Cottages. There are recollections of these Cottages, which once stood on the east side of the Sleaford road (A15) about three furlongs south of the junction with the B1178 road to Branston. Mr Ben Peppardine, who lived nearby at Highfield Farm, told one of the authors about 15 years ago that they were built partly of masonry from the race grandstand. The first edition of the One-Inch Ordnance Survey map names the Race Cottages 'Old Race House', 'old' because when the survey was carried out in 1820, the races had not been held on this course for about 50 years. In 1756, Harmston's arable stopped about half a mile from the Sleaford road, leaving ample space for a two-mile oval circuit, aligned north-south. In 1761, Harmston heath was enclosed and racing must have been confined to a shorter circuit within Waddington parish. In 1770, Waddington too was enclosed; Hill reports that in that year the mayor and corporation viewed Canwick (now South) Common, but Hill thought the slope made this unsuitable. In the Monson deposit at Lincolnshire Archives there is an undated sketch map that appears to relate to this incident (Fig. 1). It shows two overlapping circuits (of about three miles and two-and-a-half respectively) which may have been considered as alternatives, since each is shown with a stand, and the building of two stands seems improbable. The shorter, western circuit included a run on the very steep slopes at the top of the common which were hardly suitable. The matter does not seem to have been considered very carefully, as a longer run towards Cross O' Cliff Hill might have been possible on lower slopes without inducing tight turns. The eastern circuit on the Oxpasture and the Cowpaddle would have been on land with no appreciable gradients, but again the turns may have been regarded as too tight and the crossing of a small stream running across the western end of the course may have been another deterrent.

Instead of Canwick, Welton heath, north of Lincoln, was used in 1771 and 1772, when enclosure brought this arrangement also to
slightly realigned turnpike road and was therefore shorter - 1 mile 6 furlongs 23 yards, as opposed to the 1 mile 7¼ furlongs of the old course (Figure 4). There was a single finishing post and separate starting posts around the oval for courses of 1 mile, 1½ miles, 1¾ miles, 2 miles and 3 miles. This may serve as a warning that references to racing over an oval course of so many miles do not necessarily tell us anything about the length of the circuit. It is significant that there is no 4-mile starting post: the Lincoln Gold Cup had been run as a 4-mile race until 1823 but as a 3-mile race from 1824; presumably the 4-mile race was now considered extinct.

At least as prominent as the new course in the thinking of the Corporation was the need for a new stand, both as a source of income and as a means of attracting a more select company. Doncaster’s grandstand of 1776 had been extended in the second decade of the nineteenth century and Lincoln’s facilities must have seemed increasingly inadequate.

In January 1824, the Town Clerk drew up an advertisement inviting architects, surveyors and others to submit plans and estimates for a race stand. The London architect Vulliamy showed interest. Plans were submitted by Messrs. Lloyd, Willoughby and Tuke, none of whom can be identified with certainty. The winner, as determined by a meeting of the race-stand committee on 21 February 1824 was the Lincoln stonemason John Ward. However, the Committee seems to have had second thoughts: a meeting on 24 November decided to appoint Mr. Langwith of Grantham, who had not entered the original competition. There were actually two Langwiths in practice at Grantham: John Langwith, who died in 1825, and his son Joseph Silvester Langwith, whose earliest known work is of 1825. Their bill is sub-

Figure 5. Copy of a postcard of racehorse ‘Sir Galahad III, favourite from France for the Lincoln’.

© Lincolnshire Library Service from Local Studies Collection Lincoln Central Library
courtesy of Lincolnshire County Council Education and Cultural Services Directorate

an end. We have not discovered any further detail for this course, but the location of the Midge Inn might have been connected with it. The Midge stood on the west (Aisthorpe) side of the Ermine Street about three-quarters of a mile north of the turn for Welton. It is marked as an inn on the Old Series One-inch OS map, surveyed 1820 (Figure 3) but the 1897 revised New Series has ‘Midge Inn Houses’ and the site is now part of RAF Scampton airfield.

In 1787, therefore, it was resolved to mark out a course on the Carholme and Long and Short Leys, and to build a stand. It appears that the course was promptly laid out, but the stand was not built until at least 1806. In 1798 racing was still being conducted on the Carholme in the old-fashioned way of staging heats. However, whereas three- and four-mile heats had been common in the mid-century, the Lincoln heats of 1798 were of only two miles. There were only six to 10 horses in each of the three races reported, so as usual all of them were entered in the first heat, with elimination by disqualification or exhaustion, there being four heats in one race and three in the other two, that is, a total distance of 6-8 miles instead of the 14 miles run in 1744. However, the adoption of middle-distance ‘dashes’ had not yet occurred.

The refashioning of the racecourse in the 1820s is illustrated by the Old Series Ordnance Survey, made a little before the changes, and by J. S. Padley’s plan showing the new layout. Confusingly, the Ordnance map is dated 1824, being based on a survey of 1820, whereas Padley’s plan is dated 1823, although it seems to have been engraved after 1827. The old course had occupied almost as large a circuit as could be managed within the confines of the West Common and had therefore crossed the turnpike road twice. Padley’s new course ran alongside a
mitted in the name of Langwith & Son but from the constant reference of the Town Clerk to a singular 'Mr Langwith' with no indication of any change in 1825 it appears that J. S. Langwith dealt with the Corporation throughout. The supplanted winner, Ward, was paid £10 for his successful plan by way of compensation.

In January 1825, bids from contractors were sought for the stand. Meanwhile, in March, the Race Stand Committee agreed certain alterations in its design—the details are not known—and fixed its site. On 9 April 1825 a further meeting of the Race Stand Committee viewed the new line of the course and the Mayor laid the foundation stone of the new stand. Padley's survey, which his bill dates to April 1825, presumably recorded the course that the Committee had decided upon; the odd dating of his plan may reflect earlier informal consultations and Padley's determination to be seen as having had a hand in the design of the course rather than merely in its execution. There is no doubting his involvement in the latter; as Superintendent, he directed the labourers shifting earth to make an even course with steady gradients. About 4200 man-days of labour were involved but this was spread over a period from October 1825 to June 1826, so on average only a couple of dozen men would have been at work.

Work went ahead on the stand.
The main contractors are known: Robert Hickinbotham, carpenter; Thomas Foster, brickwork; Foster and Jackson, stonework; S. Blow, plumber & glazier; John Ward, plasterer (and supplanter winner?); James Chambers, ironwork; S. Tuke, painter. A separate Steward's stand was mooted, but in May 1828 it was decided to add semi-circular ends to the main stand instead. The stand and the new course were first used in September 1826. Not everything was satisfactory; the Race Stand Committee decided the following January that there was a need for a fence around the stand and the new Town Clerk (Richard Mason had taken over from Charles Hayward) was instructed to write to Mr Langwith about wind damage to the glass. Since the engraved version of Padley's plan shows both the semi-circular ends to the stand and the fence round about it, it would seem that the plan cannot be earlier than 1827. It was certainly in existence by 1829, when Padley supplied Charles Chaplin with a copy for 5s.

Padley's involvement continued after the alterations were complete. In September 1826 he was paid £3 10s for 'arranging the 52 constables for the races'. Perhaps he had shown such ability in maintaining order among his labourers—and 'bankers' were not noted for their sobriety—that the Corporation thought he might be able to do the same at the races. The following year he undertook the collection of tolls from the various booths set up for the sale of drink and other refreshments. Padley may have been an amateur but he did rather better than did Mr White, the Chief Police Officer of Lincoln no less, the following year, who physically removed a stall for non-payment—scattering gingerbread all over the ground, according to one report. This resulted in a law-suit against the Corporation which, though dropped, cost the Corporation in legal fees much more than the tolls yielded. The worst of the Stamford Mercury could report about crime at the 1827 races was that the crowd caught a pick-pocket and, having thrown him in the river, damaged the furniture of the gambling booth where he had been caught. In contrast, in 1828, pick-pockets turned to mugging race-goers as they walked back into Lincoln.

A calculation on one of the bills shows that as a business venture the expenditure on the new course was a thoroughly poor investment, with a return of less than ½ per cent. This should perhaps be no surprise: municipalities across the country had long regarded races as a way of enhancing the status of their towns and of generating business rather than as a business enterprise in themselves.

Further expenditure was incurred in 1897, when a new stand was built alongside Langwith's; this still survives. But it was not our intention to run on so far. Suffice it to say that the Lincolnshire Handicap was first run in 1849 on what we presume was the newly laid out Straight Mile, and this brings us back to our starting point. We have run one heat and will not attempt a second one.

Part of the racecourse premises is now a community centre. Will horse racing ever come back to Lincoln? Write to L&P Letters, SLHA Jews' Court, Lincoln LN2 1LS or emailfindamcolin@tngmail.com about any Lincolnshire topic or issue.
MRS MARGARET VICKERS celebrated her 100th birthday on 25 February 1905 in good health. She was married to William Vickers and went to live in Ewerby when she was 24 years old. During her first winter she shared in the distribution of bread and beef given by Sir Jenison Gordon of Haverholme Priory, where the next year (1830) a former Earl of Winchilsea was in residence. By 1851 she had four children—Sarah, aged 13, Rebecca 11, Alice 7 and William 5. At the age of 76 she was working as a charlady and was living with one daughter, one grandson and four granddaughters.

She considered that the greatest boon and improvement carried out in Ewerby during the 75 years she lived there was the laying of the water supply by the late Earl of Winchilsea (12th) and she told his Lordship so.

She remembered having to fetch drinking water in hot seasons in buckets from Haverholme, the supply at Ewerby being then very scarce and polluted. Mrs Vickers was very clear on one point—that times had greatly improved for the working classes, they having a better and more plentiful supply of food and general comforts.

The house shown in the picture was situated nearly opposite the church, and was one of many such houses in the village which were destroyed in the 1960s and 1970s. At the turn of the century, Green in his articles in Lincoln Gazette described it as: A village of white walls and thatch-roof cottages, before which all manner of flowers spring up in startling variegated profusion and splendour. The road winds in and out, and as one walks down the well-kept street he has to confess that it is really a model village.

It was indeed a good place to live. In 1903, the year Margaret was 98 years old, four deaths were recorded. The relative ages were given as 79, 82, 92 and 93. With the exception of a child drowned and a woman who died aged 62, there were no deaths of an inhabitant under 74 years of age from 1901 to 1905, and the average for the last decade of the 19th century was about the same.

Les Gosick, Sleaford

---

I have a MUG AND A MEDALLION from the coronation of George V and Queen Mary. I think they were given to my parents when they were at school. Does anyone know about donations to the children of Grimsby and Cleethorpes at this time?

My parents, both born in 1904 and at school in Grimsby and Cleethorpes in 1911, may have received different gifts when King George V and Queen Mary were crowned. My Father from Cleethorpes may have received a commemorative mug showing the usual pictures of the King and Queen. But Mother living in Grimsby, a mere mile from Father, received a gold coloured medallion 1¾in (3½cm) in diameter. The obverse has the heads of the King and Queen with the words ‘Georgius V Rex et imp et Maria Reg.’ The reverse has ‘Crowned June 22nd 1911 J Whiteley Wilkin Mayor’. In the middle is the coat of arms of Grimsby with the word ‘Grimsby’. Unfortunately someone has drilled a hole in it, presumably for a chain.

Miriam Smith, Lincoln
I enclose a photo of TWO COMMEMORATIVE MUGS [pictured right] issued to all children in Great Limber, the second ‘home’ village of the Earl of Yarborough’s Brocklesby estate, and where the Pelham mausoleum is located. No doubt the few children in Brocklesby received them too. I was born in 1934 (when the village was called Limber Magna), so I have no recollection of the events commemorated. The mugs are inscribed thus:

a) SILVER JUBILEE. 1919-1935. LONG LIVE THEIR MAJESTIES.

HM KING GEORGE V. HM QUEEN MARY.

Maker’s stamp (smudged): G M Creyne & Sons Ltd. Hanley England. (Creyne?)

b) 12TH MAY 1937. CORONATION.

HM KING GEORGE VI. HM QUEEN ELIZABETH.

Maker’s stamp: Selian Ware Soho Pottery Ltd. Copbridge England.

I have no idea who commissioned the mugs on the two occasions (surely not the Earl?), but I feel sure they would have been distributed through the school, which carried the Pelham Buckle crest over the door and was built about a mile outside Limber on the road to Brocklesby, closer to the larger population. I fear that few have survived in mint condition, being made of earthenware rather than porcelain. Mine, unused, have been protected by tissue paper and a cardboard box, house in the attic, touched only rarely in 70 and 68 years! Out of sight, out of mind!

Brian T. Thornalley, Loughborough, Leics.

60.4 Commemorating the Coronation in the Parts of Kesteven

IN THE SUMMER OF 1953, on the day before our holiday for the Coronation, I was very much an infant at St Anne’s Primary School in Grantham. I can remember us in the reception class being trooped down from the Infants School on Harrowby Road to the Victorian Junior School buildings, with their high windowsills and higher gothic arched windows, on the corner of Dudley Road and St Anne’s Street. Across the playground we went and queued up outside what I think was then the staff room. Gloomy dark stained wood partitions separated this from the other classrooms. As we got to the door there was a table full of cardboard boxes full of straw. As my turn came I was presented with my glass tumbler by a man in a double breasted grey suit—heavens knows who—and out I filed. The commemorative Coronation glass tumbler is blue with a gold rim and a transfer of the royal coat-of-arms on the front, surmounted with the word ‘KEST EVEN’. At this time Kesteven was an autonomous council with its own education committee. The reverse is blank. Unlike some of my unlucky friends I managed to get mine home safely, and treasure it still.

Colin Beevers, Lincoln
MUGS, BEAKERS AND TUMBLERS are popular for commemorating all kinds of occasions, and can be bought in aid of charities and organisations. As well as being given to schoolchildren, mugs commemorating coronations and other royal events such as weddings can be bought commercially of course.

CLOCKWISE FROM TOP RIGHT: 1 Small tumbler celebrating 25 years of the twinning of Lincoln and Neustadt an der Weinstrasse 1970-1995. 2 Mug with a picture of a monk and a nun to commemorate the memorial to St Gilbert of Sempringham 1993. 3. Mug made in 2000 to commemorate the 800th anniversary of St Hugh’s death in 1200. 4. The Cathedral School, Lincoln—second foundation silver jubilee 1986. 5. New Scunthorpe United FC mug. Congratulations to them on their promotion to the Coca Cola Football League 1 this year!
60.6 Information required on Allotments

I am assisting in a research project concerning ALLOTMENTS IN THE PERIOD 1793-1873. I will cover the whole of Lincolnshire. The project is run by FACHRS (Family and Community Historical Research Society) under the guidance of Dr Jeremy Burchardi of Reading University. The allotments we are interested in are perhaps better described as field gardens cultivated by spade husbandry to avoid confusion with "allotments" in the Enclosure sense.

I can be contacted by email at Linda@crust3151.fslife.co.uk or by phone on 01522 751818 or by post through Lincolnshire Past & Present.

Linda Crust

60.7 'Water carrier for Mesopotamia' in cardboard

THIS LITTLE MODEL TANK was made by my late father-in-law, Harry Beevers, at Huntingtower Road School, Grantham, in 1916 or 1917. It is constructed entirely of cardboard, glued together and painted. Presumably the teacher designed and mass produced multiples of the whole thing in bits for the children to assemble! Does anyone else have one of these or even remember making one, or anything else like it, in their schooldays? It looks like a Foster's of Lincoln 'Mother' type World War I tank and, whilst this model was made in Grantham, I wonder if there were any made by Lincoln schoolchildren. Its measurements are 13cm x 14cm x 9cm high.

Ros Beevers, Lincoln

New venue in Boston

BOSTON'S NEW Exhibitions and Events venue will be opening its doors on 23 July 2005. Named The Haven, after the tidal part of the river (itself named on account of Boston being a harbour), the venue will be offering an array of exhibitions and events for everyone. The museum collections are now housed there and enquiries are welcomed.

In addition to local artists' work there will be a special exhibition about the Titanic between 20 August and 4 September; and from 10 September to 15 October a local history exhibition entitled 'Furs, Falcons and Festivities' about the first 1000 years of life in Boston.

Contact details: The Haven, 2 South Square, Boston, PE21 6HU
Tel: 01205 314200—ask for The Haven

William Morrison supermarket, Tritton Road, Lincoln—plaque in memory of Sir William Tritton of William Foster & Co. engineers, who designed, built and tested the first fighting tank, which eventually led to Allied victory in World War I.
Mrs Elsie May Holmes of Abbey Farm, Kirkstead, died in Boston Hospital, aged 56, in 1952. The report on her life stated she was born Elsie Jackson, 11th child of Christopher and Sarah Jackson (née Wheatley). She spent her early life at Park Farm, Tattershall Thorpe, and later at Old Abbey Farm, Kirkstead. She continued to farm there with her husband, George Holmes. She could and did tackle any farm work, and in particular, horse ploughing, milking 26 cows and looking after six heavy horses. She also spent many hours alone with her Labrador dogs rabbiting—a great pleasure to her almost up to her death.

Her death was accelerated by an accident. The report recorded a 25-year driving ban by Horncastle magistrates on a 28-year-old Boston builder who was also fined for driving under the influence of drink and for dangerous driving. Police stated that on the night of 15 December 1948 he failed to stop at a police check at Langriville, chased for two miles by police and crashed into a car driven by Mr George Holmes. Both Mr and Mrs Holmes were badly injured.

Mrs Holmes is remembered for her prowess in ploughing. She won the All England Women’s Ploughing contest at Collingham in 1916 winning a gold watch. Amongst other matches she won about this time was one for £10 a side against a male competitor at Wainfleet.

Above: Beats man in ploughing match! The caption reads: ‘Elsie Jackson, aged nineteen, who recently defeated Mr Wilkinson in a ploughing match for £10 a side in Lincolnshire over difficult ground.’

Below left: Schedule for the ploughing match in Collingham, Notts, in 1916 in which Miss Elsie Jackson took first place in the All England Women’s class.

Below: Copy of part of certificate awarded to Elsie Jackson. Furthermore, at a demonstration for women workers at Dunkham Farm, Low Toynton, she clipped a sheep in record time!
So we decided to go to the seaside
and have some fish and chips.
Fresh and all that
We got out a map
which showed that
If you headed due East
from where we were
You hit the coast
Clear as day.
Yellow for land and blue for water
And it's even got a watery name
The Wash it says
We were chuffed
We'd both heard of that
Heated East then
had a good notion and a giggle
About this and that on the way.
Until a ghost tower appeared
On the skyline
And disappeared
Shocking us into puzzled silence
Broken by a whispered
What was that?
And
Where has it gone?
A tall grey tower looking like a ruin
For the light came through from its far side.

Puzzled
We drove into a town called Boston
With its sited-up river
its market square
Unequal, no market in sight
And signs pointing to a church
big enough to be a cathedral
And a tall
Very tall actually
Grey tower
With light coming through at the top
From the other side
And people up it too
but it cost two pounds
to go up
and we were feeling broke
so didn't go
After a little time
spent looking
At this and that.
We got a strange feeling
we should have read some blurb
before starting out.
The town is called Boston
The 'nun' is a tower
on a parish church
not ruin at all by the way.
the tallest in England

So we got in the car again
and headed East again
for the sea
or rather first followed a sign
that said docks and then
not allowed in there.
East
Looking for the sea
A sign said Fishpool
Sounded like it would be
a place with a chipper
So we headed for there
Through flat countryside
with village churches
Sudden kinks in narrow roads
drove and drove
Coming across a whoppings great dyke
thing.
And reckoned the sea should be
on the other side of that
Swept off the narrow road
broke the contours of the dyke,
no not us, someone had made a path
to a car park
and saw yet more land
Park
Climbed out
Went along a foreshore
And saw yet more land
As dusk fell.

Stretches of land reached out
Or reaches of land stretched out
on and on and on
dyke to the left of us
dyke to the right of us
dyke behind us
Dyke for miles
We stood
a little depressed
battered by the wind.
Geese honking dully
On a dark pool behind us
And in the distance
pretty much way off
in the big blue yonder
so far away.
A trawler turned its lights on
So we could see where the sea was
In the end.
We had the best fish and chips ever
at a place we only found because we
took the route avoiding the bridge
just for the fun of it.
Island
halfway between my house and the sea.
There is a widely held view within Boston and beyond that, in 1607, the Pilgrim Fathers, betrayed by the sea captain that was to take them to Holland and accused of leaving the country without the King's permission, were held in the cells and tried in the courtroom in the town's Guildhall. Thus the Rev H. Kirk-Smith, in his work on William Brewster, claims that it is still possible to see the old cells on the ground floor in the Guildhall, Boston, where some of the pilgrims were incarcerated during the trial, as well as the old courtroom, on the floor above, where Brewster and his companions appeared before the magistrates. Kate Caffrey too, in her book The Mayflower, states that the Guildhall still displays the cells in which some of the pilgrims were confined and David Beale in his work on The Mayflower Pilgrims says that one can still visit the Guildhall and see the courtroom, located directly above the dreadful cells which held the Pilgrim Fathers. Our society's own much respected Neil Wright also asserts in The Book of Boston that William Bradford, William Brewster and about 100 separatists... were betrayed and, after a trial in the Guildhall, some of their leaders were imprisoned in the Gaol near the Church. But what evidence is there to support such claims? There seem to be no surviving trial records, which might shed some light on the matter, and the only apparent account by anyone present at the time, that of William Bradford, is unhelpful. Bradford was a 17-year-old member of the separatist group that was arrested and went on to serve as the Governor of Plymouth Colony almost every year between 1621 and 1656. He kept a journal between c1630 and c1650, which remained in manuscript form for many years, but was eventually published as Of Plymouth Plantation. Bradford confirms that the pilgrims were betrayed at Boston by the sea captain and that 'searchers and other officers... took them, rifled and ransacked them, and then carried them back into the town and made them a spectacle and wonder to the multitude which came flocking on all sides
to behold them...they were presented to the magistrates, and messengers sent to inform the Lords of the Council of them; and so they were committed to ward. Indeed the magistrates used them courteously and showed them what favour they could; but could not deliver them till order came from the Council table. But the issue was that after a month's imprisonment the greatest part was dismissed and sent to the places from which they came; but seven of the principal were still kept in prison and bound over to the assizes. Incidentally, Bradford's account seems to imply that he himself was not held, possibly because of his youth. However, of more importance is the fact that he makes no reference to the Guildhall, so that no certain link between it and the pilgrims can be established.

Pithey Thompson in his monumental work, The History and Antiquities of Boston (published 1854) avoids all reference to the Guildhall in relation to the pilgrims. Thompson seems not to have used Bradford's manuscript personally but to have drawn on the work of someone who had, namely the Rev Joseph Hunter (Collections concerning the Founders of New Plymouth 1854). Thompson quotes from Hunter, who states that the sea captain 'gave secret information to the magistrates at Boston... When they were taken out of the vessel, the authorities at Boston seem to have disposed of them at their pleasure. Some were sent back to their homes; others, among whom was Brewster, were kept for many months in confinement at Boston. The want of particularity in Bradford's Narratives, from whom our only information of the proceedings at Boston is derived, is to be lamented.' Pithey Thompson seems to have been willing to accept this 'lack of particularity' and not make any unsubstantiated claims in regard of the Guildhall's connection with the separatists. But just because we cannot establish a definite link does not mean that we cannot be reasonably certain that the pilgrims had a connection with the Guildhall. On the contrary, the probability is that they had.

As far as being detained is concerned, we do know that in 1607 there was a gaol in the market

![Pilgrim Fathers Memorial](image)

**Pilgrim Fathers Memorial at Scotia Creek, Fishtoft, Boston.** A group of Purtians were arrested in 1607 while trying to flee to the low countries. The ring leaders were tried and imprisoned. They were eventually allowed to leave and settled in Holland before travelling on to the New World via Plymouth, England. On the stone is the inscription:

**Near this place in September 1607 those later known as the Pilgrim Fathers set sail on their first attempt to find religious freedom across the seas.**

**Erected 1857**
THE VIEW BEHIND THE PILGRIMS' MEMORIAL
The creek now appears to have been dammed and used as meadowland. The memorial is in front of the near trees, to the left.

place (which survived until 1790). This would presumably have not had unlimited accommodation and would have no doubt been kept busy with its regular supply of Boston miscreants at the same time as the magistrates were trying to deal with the pilgrims, the bulk of whom were, according to William Bradford, imprisoned for a month. As there was quite a large number of separatists to consider, possibly as many as a hundred, this gaol would have been more than bursting at the seams! We also have reason to believe that there was a prison within the Guildhall itself. Pishey Thompson, who made an exhaustive study of the Corporation Records, notes that in 1552 it was ordered that the kitchens under the Town Hall (ie the Guildhall) and the chambers over them should be prepared for a prison, and a dwelling house for one of the serjeants. 12

William Bradford implies that the separatists were treated tolerably well and there is more than a suspicion that there were Puritan sympathisers within the town, including amongst its leading citizens. If they were given special treatment by magistrates who were reluctant to hold them, is it likely to have been in the gaol with common criminals? We can of course only speculate on this matter, but it seems quite possible that the pilgrims, or at least some of them, were imprisoned in the Guildhall.

The case for them having been brought before the magistrates there is much more compelling. The Guildhall passed to the Boston Corporation in the 1550s and the Corporation became responsible for enforcing law and order through its courts. The mayor and four aldermen were magistrates.

Pishey Thompson confirms that the Corporation was using the Guildhall both as its place of assembly for public business and for the Quarter Sessions for the borough at the time of the Pilgrim Fathers. 3 In 1590 Quarter Sessions throughout the country were given jurisdiction over all criminal cases, so the magistrates in Boston would clearly have had to deal with the separatists. In other words, it is almost certain that the pilgrims would have been presented to the magistrates in the Guildhall itself.

A careful examination of the Corporation Records may possibly enable us to establish whether the surviving courtroom or cells were themselves there in the Guildhall in 1607 or whether these perhaps replaced earlier arrangements just prior to 1660 when it was agreed that the sessions for both Kirton and Skirbeck should also be held there.

But the absence of this information does not prevent us from concluding that, although there does not appear to be any definitive evidence linking the separatists with the Guildhall (or any other building in Boston for that matter), the pilgrims were brought before the magistrates in Boston, they were probably brought before them in the Guildhall, and they—or at least some of them—may quite possibly have been imprisoned there as well.

NOTES
4 The Book of Boston, Neil Wright (Barracuda Books Ltd, Buckingham, 1986) p46.
7 Pishey Thompson, p235.
8 Pishey Thompson, p234.
Sinking of the RMS *Lusitania* in 1915

**A TEALBY TRAGEDY**

James Murray

For many years I had been intrigued by one of the fourteen inscriptions on Tealby War Memorial outside the south porch of All Saints’ Church: ‘D. Todd Drowned on Lusitania’. I had wondered who D. Todd was, what his connections with Tealby were, and what were the circumstances of his death. Was he a member of the Merchant or Royal Navy, an officer or a seaman, or was he a passenger, and if so, what was a civilian doing on a war memorial? An invitation to take part in a national inventory of War Memorials—a survey conducted by the Imperial War Museum—and the occasion of the rededication in 1999 of Tealby’s beautifully restored War Memorial, led to extensive research at (*inter alia*) the Public Record Office, Kew. The answers provided a moving story.

In 1902 the British Government, wishing to regain the prestigious Atlantic Blue Riband which Germany had held since 1897, agreed to lend the Cunard Line £2,600,000 to build two super liners, the *Lusitania* and the *Mauretania*, capable of 24/25 knots, on condition that the Government would have a claim on their services at times of national emergency. The *Lusitania*, designed by Leonard Peskitt, was built by John Brown & Co of Clydebank and her keel was laid in May 1905. She was launched by Lady Inverclyde on 7 June 1906 and was the largest vessel afloat at the time. The dimensions of this leviathan were impressive: gross tonnage 31,550 tons; length 762.2 feet; beam 87.8 feet, with seven decks, four funnels and two masts. She was driven by quadruple screws powered by four Parsons steam turbine engines developing some 68,000 horse power. The vessel had accommodation for 563 First Class, 464 Second Class and 1,138 Third Class
passengers (total 2,165) and carried 48 lifeboats with a capacity of 2,605 persons. The lesson of the Titanic had been learned.

Lusitania was registered Official No 124,082. Port No 67 in the port of Liverpool and, after trials in the Clyde, made her maiden voyage to New York on 7 September 1907. She regained the Blue Riband from the German liner Deutschland on her second voyage in October 1907, making a Transatlantic crossing of 4 days 19 hours and 52 minutes at an average speed of 26.70 knots. The gigantic Cunarder was commanded on her last voyage by a Liverpool man, Captain William Thomas Turner OBE RNR, who first went to sea on board the sailing ship White Star at the tender age of thirteen. Turner was born on 23 October 1857, son of Charles Turner, Master Mariner (1828-1900) and his wife Charlotte (née Johnson).

William Turner joined Cunard in 1878, eventually becoming Commodore of the Line with which he served 34 years. During an illustrious sea-going career he sailed aboard many famous Cunarders, notably the Carpathia, which—under the command of his friend Captain Arthur Rostrum—picked up survivors of the Titanic. Will Turner was a seaman of no mean ability. He was the holder of the Humane Society’s Silver Medal for saving life at sea. After the Lusitania disaster he continued to serve at sea throughout the Great War (1914-1918) and, on New Year’s Day 1917, his last command, the Cunard troopship Ivernia (14,067 tons) was torpedoed 58 miles off Cape Mattapan by the German submarine UB-47 commanded by Kapitän-Leutnant Steinbauer.

Turner was washed off the bridge as she sank and clung to a chair with a feeling of déjà vu until he was picked up—an action replay of his Lusitania experience. ‘Bowler Bill’ as he was affectionately known for his idiosyncratic wearing of a bowler hat at sea except when on the bridge, eventually retired with his wife Mabel to Crosby, Liverpool. He played his fiddle and taught local youngsters sea shanties which he had learned in his days ‘before the mast’ reminiscing about his first time round Cape Horn, how he had fallen overboard into shark-infested waters from the 1,193 ton clipper ship Thunderbolt on route for Calcutta, and his first command Star of the East. Captain William Turner died peacefully in his bed at home on Friday 23 June 1933. His coffin, draped with the Union Jack, was carried by six Cunard Quartermasters in full uniform to the family grave at Rake Lane Cemetery, Wallasey.

In April 1915 when the United States had not yet entered the War, the German Embassy in Washington sent warnings to New York newspapers to the effect that passengers travelling on Allied ships did so at their own risk. Vessels suspected of carrying arms or war material could be considered to be hostile, and so open to attack.

Captain Turner had taken over command of the Lusitania from Captain Daniel Dow (aged 55 years, born in Louth) who had been granted leave on account of stress due to fear of U-boat attack. The vessel sailed from Pier 54 New York on 1 May 1915 with some 1,959 passengers (including the usual rich and famous) on board. Cargo was stated to be ‘foodstuffs, metal rods, and ingots’ etc. Controversy about the real nature of the cargo persisted for many years, but recent research indicates that there was in fact ‘war material’ on board.

At all events by 8am on 7 May 1915 Lusitania had entered the danger zone of the Western Approaches where German submarines might be lurking. A vague Admiralty signal had warned: Submarines active off south coast of Ireland. Turner took all necessary precautions to ensure the safety of his vessel: lifeboats were swung out, watertight bulkheads were kept closed, and look-outs doubled. The Chief Engineer was ordered to keep steam pressure up in case a sudden burst of speed should be necessary. Turner reduced speed to 18 knots in order to catch the high tide over the Liverpool bar at 4am the following day.

At 2pm passengers were finishing their lunch. The sea was smooth and the weather clear. Kapitän-Leutnant Walther Schwieger on the conning tower of the German submarine U-20 couldn’t believe his luck. At 1.30pm he had been running on the surface towards Fastnet when the starboard lookout had sighted smoke off the starboard bow. He estimated the distance to be between 12 and 14 miles. The klaxon screeched as Schwieger dived and altered
course to intercept the ship and attack...

Walther Schwieger was a submarine 'ace', sixth in the league of German submarine commanders, who in July 1917 was awarded the 'pour le Mérite' (Blue Max), Germany's highest naval and military decoration, having sunk some 190,000 tons of allied shipping. Six weeks later, only a few days before his 33rd birthday, his command U-88 whilst being pursued by a British Q-ship, struck a British laid mine off Terschelling in the Friesian Islands. There were no survivors.

But now Schwieger was down to his last three torpedoes after sinking two vessels in the last few days of the present patrol. He had been ordered to save two for the voyage back to base in case he met an enemy warship. The young German U-boat commander studied the obviously important large vessel through his attack periscope, and his pilot Lanz identified her as either the Lusitania or the Mauritania. At a range of 550 yards the lethal order was given: 'Fire one!' and the torpedo with a running depth of 10 feet streaked towards the target at 38 knots.

Captain Turner was at his usual station on the port side of the bridge when the German torpedo struck his vessel on the starboard side forward of the first funnel with a sound 'like a heavy door being slammed shut'. Almost immediately there was a second explosion which rocked the ship and a tall column of water shot skywards. The clock on the bridge read 14:10 hours. Lusitania was some 15 miles off the Old Head of Kinsale.

Through his periscope Schwieger saw how his torpedo had caused havoc. He wrote in his log that there was 'an unusually heavy detonation' and noted a second explosion which he put down to 'boilers, coal, or powder'.

It was thought at the time that the second explosion was caused by a second torpedo, but is now believed to have been internal and caused by exploding 'war material'. The periscope was brought down and U-20 made off.

The stricken Lusitania immediately took on a heavy list to starboard going down by the bow with the stern almost perpendicular out of the water (just like the Titanic three years earlier). She sank in eighteen minutes at 14.28 hours GMT and 1,201 people perished (including three German prisoners on board).

The German navy considered that the liner was an 'armed merchantman' and therefore a legitimate target and a medallion was struck to commemorate the sinking, which enraged public opinion on both sides of the Atlantic. The incident is said to have been a factor causing the USA to enter the War. Captain Turner was washed off his bridge and survived by clinging for three hours to a chair (presaging his future survival from the wreck of Ivernitsa) before being rescued by the steamer Bluebell.

But what of D. Todd? Thinking at first that he may have been a seaman I trawled through the Lusitania's crew lists at the Public Record Office, Kew. He was not among the officers or even among the carpenters, boatswains, Bosun's Mate, Master at Arms, lamp trimmers, engineers, stewards, firemen, cooks and stokers who made up the two hundred or so crew. The only Todd in the crew was a James Todd, seaman of the Isle of Man. Our D. Todd must therefore have been a passenger.

There were three classes of accommodation on RMS Lusitania.

First Class, Saloon 2nd Cabin, and Third Class. Perusal of First and Third Class lists produced nothing.

Then I found an A5 size booklet printed on pink paper by the Cunard Line: List of 2nd Class Passengers (missing) Ex RMS "Lusitania" New York-Liverpool May 1st 1915. Entry No 511 reads: Surname: Todd; (in red); Christian Name: David; Sex: M; Age: 28; Profession: Florist; Nationality: British; Birthplace—.

Kapitán-Leutnant Schwieger by John Gray

His last place of abode was given as Philadelphia and at the side was written: 'supposed dead drowned'.

David Todd was a young professional gardener/florist working in
Philadelphia. He had learned his trade as a "garden boy" at Bayons Manor, Tealby, where his father and grandfather had both been employed by the Tennyson d'Eyncourt family. It is not clear when he emigrated to America and whether he was employed as a florist or working as a gardener on the estate of a wealthy Philadelphia family.

Either way, it seems that the resourceful young Todd had done sufficiently well for himself in America to be able to afford to travel on the super liner Lusitania in the relative luxury of "Saloon 2nd Cabin" class—quite an experience for a Tealby lad in 1915!

The postcard arrived safely but the sender never did

At all events, like many patriotic young men, he was on his way back to England to volunteer for the Army to serve in France in the Great War. He had sent a postcard from Philadelphia to his brother at Hainton saying that he was coming home to enlist and that he would arrive a few days after the postcard. The postcard arrived safely but the sender never did.

The Market Rasen Mail of 15 May 1915 had reported the sinking of the Cunarder with accounts by various survivors, though made no mention of David Todd. But on Saturday 22 May 1915 the Mail reported the bad news which had in the meantime arrived at Tealby: "...this [the postcard] led his parents to think that he might have been a passenger on the ill-fated ship, and upon communicating with the Cunard Company their worst fears were realised. Todd was a fine steady young chap and was at one time a gardener's boy at Bayons Manor." By chance we have a clue to David Todd's fate. There happened to be travelling on board the Lusitania a local Lincolnshire man, Martin Payne, the nephew of the Vicar of North Kelsey, the Rev. J. L. N. Pleasant, who wrote a letter to Mr Jas. H. Nettleship, a prominent Market Rasen resident saying:

"Well, I can't swim, so I suppose I must go under."

That his nephew had made friends with '... a young fellow named David Todd, whose people live at Market Rasen [sic].' Just before the vessel sank, he came across David Todd on deck. The nephew feared he was lost. "...the last words Todd said to him were 'Well, I can't swim, so suppose I must go under'. Payne survived. The Market Rasen Mail published a picture of Lusitania's boat deck 'to give some idea of this immense vessel' and commented: 'only in Germany is there rejoicing over this foul deed.'

David Todd was a native of Tealby born about 1887. His parents George and Betsy Todd were recorded on the 1981 Population Census as living at Park Cottage in Bayons Manor Park aged 40 and 24 respectively. Their children were James aged 11, Abram (8), William (7), Charles (6), Walter (3) and Eliza A (1).

His grandfather, another George Todd (69), a widower, lived at Yew Lane, Tealby. David Todd's father was born in Tealby in 1840, his mother in Tetney and his grandfather was born about 1812 at Luddington. The Todd family had been in Tealby during the whole of the nineteenth century. There was naturally universal mourning in the village.

The Market Rasen Mail reported on Saturday 5 June 1915: 'A Memorial Service for the late David Todd, who lost his life through the sinking of the Lusitania and whose parents are amongst the oldest and most respected of Tealby's residents, was held in the Parish Church on Sun-

day afternoon last... and at the end Miss Goy [one of the three daughters of Daniel Goy, churchwarden and founder of the village shop] played the Dead March in 'Saul'.

The impressive poignant service in the packed church was conducted by the Vicar, the Rev. H. A. S. Merrick who gave a eulogy, reflecting the mood in Britain in 1915, in the course of which he said:

'...he was coming home to enlist in order to go and fight in the cause of freedom and honour, and shall we not say that he died in such a cause just as truly as if he was shot in the trenches. He died on his way to duty. What grander or nobler way to meet the last great enemy? In what better way can death find us than at the post of duty? And surely David Todd was there. We can place him among the bravest and heroic of 'We can place him among the bravest'

the Empire's sons who met death without flinching on the field of battle...'

In 1920 a sum of £180 was raised by public subscription in the village and, appropriately, David Todd's name was inscribed on the Memorial alongside the nine other Tealby victims of the 'War to End All Wars'.

To the Glory of God

And

In Grateful memory

Of the men

Of Tealby

Who gave their lives

For the

World's Freedom

The writer wishes to thank the Editor of Market Rasen Mail, the staff of the Public Record Office, Kew, and Messrs. K. Walsh-Johnson, John Gray, Mitch Pocke and Steve Jones of the Lusitania Historical Society for valuable help and advice.

Of course, a fully detailed history of the county's agriculture cannot be provided in such a small compass but here, in nine short essays by a variety of noted local historians, we have a very useful succinct survey. Dr Francis Pryor kicks off with an account of prehistoric farming derived from three case studies involving archaeological sources; Steve Malone continues with the Roman period and Hilary Healey covers the medieval scene. A leap forward to the nineteenth century and Shirley Brooks concentrates on high farming in the county and the development of specialised buildings designed to suit specific farming activities, while Ken Redmore deals with the machinery used on farms, much of course, the result of developments in the country's factories and Les Osborne deals with mills and milling. In a county like ours drainage has formed an integral part of the farming scene and Dr Barry Barton sketches the historical background and deals with more modern efforts to control the seas and river drainage. Finally, Dr Andrew Walker draws on his recent research to sketch the history of agricultural shows in the county and Mark Leggott, himself a farm owner, reflects on the state of farming in the last century. As the county motto for Rutland has it there is here 'Much in little'; all who have contributed deserve thanks and the editor has pulled together in a very readable and coherent way the elements of the county's farming history and it is well produced and illustrated.


This enjoyable book contains fifty different tales, in most cases two pages show a picture of the site (good photography and reproduction), with (usually facing) a page or so of text, each having the Ordnance Survey sheet number and grid reference, details of access and other places of interest referred to elsewhere in the book. Twelve places are in Stamford and all but one just over the border in Rutland, with a good spread of its villages, 25 in all, plus Oakham and Uppingham. The one exception, geographically, is Burghley House. For those not living or travelling in the county's south-west corner this should act as a magnet for future explorations; for those living in the south it reminds us of the places we have still to visit or re-visit to pick up on the things we have previously missed. The scene of Tom Cribb's fight against the 'world champion' at Thistleton Gap is one not to miss, the stories relating to the name of the Ram Inn on the A1 are another and the relation of Sir Isaac Newton to Market Overton also provides a good excuse to wander over the county boundary.

DEEPING ST JAMES FAMILY AND LOCAL HISTORY GROUP. Memories of Eastgate. [The Group, 2004]. [12]. 223pp. No ISBN. £6.50 pbk (or £7.50 by post from Mrs D. Price, 20 Eastgate, Deeping St James, PE6 8JH).

The group led by Mrs Price has produced another valuable book in their series of studies of their village. In this case the many properties that form Eastgate have been looked at. In each case there is a description of the house, its architectural style, its date and biographical pieces on the present and previous occupants. All told this is a substantial labour of love if you count the number of pages devoted to fewer than 150 dwellings. The text is well edited and the illustrations have come out pretty well. The many researchers deserve congratulations.


The title is intriguing and predictably so is the first subject to appear. The author portrays Joseph Banks as a young man with a healthy appetite for female companionship. This colourful area of his life is the framework upon which the author introduces Carl Linnaeus's formula for the classification of plants. To explain the system he used the language of love and procreation, scandalising polite society at the time.

Patricia Fara establishes her belief that Linnaeus and Banks were the founders of a scientific movement within an era dominated by Theology and the classics. She believes their achievements enabled more famous people like Newton and Darwin to flourish.

The journey to Australia is a behind-the-scenes account of the tensions between Banks, Cook and the crew. It reflects the less endearing events that occur between nations of differing cultures and no common language. It also highlights the important role natives played in the success of the expedition. On their return she describes how the eighteenth century media manipulated the explorers' reports to excite and reinforce social prejudices. The rise of Banks's fame and influence is charted and a dispassionate view of the reasons and results is provided. Banks was the indisputable expert and the King, parliament and commercial giants sought his advice on how to capitalise on nature's bounty, thereby increasing the benefit to communities, improving the profitability of companies and strengthening ties with Empire.

Sex, botany and Empire is a fascinating peek at the lives of two men that history has largely forgotten. The
author claims that Sir Joseph’s father died when he was a child but he was a young man when that happened. She also questions whether Lincoln is the right location for the Banks portrait, criticising the hanging of the picture in the Usher Gallery and the lack of promotional information. My main criticism of the book, however, is that it is too short and, as a consequence, many important events are dealt with in a sentence or two.

Jean Burton, Fullethby


The author lived in Spalding as a young girl from the 1930s. She has frequently returned and has thus had ample opportunity to observe the many changes that took place before and during the war and up to the time she left in 1953 when she married the young man she met at the Congregational Church there.

She lived at various houses in the Winsover and Bourne Roads area during her first 23 years. She interweaves her own history with descriptions of the shops in the town and a variety of people who lived and worked there. She is obviously better able to tell the town’s story when she was in her early teens during the war and vividly recalls air-raids, bombing and an encounter with German POWs. We read of street parties to celebrate the end of the war, involvement with the British Legion (through her mother) and what the town looked like when she left school and went to work at Gyle’s, the photographers, where she remained for seven years until she married.

A number of errors have crept in (Perk’s grocery store is given thus on page 60 three times, instead of Peak’s) but they do not seriously detract from a readable memoir, which has been very nicely produced with many pictures, black and white and coloured, for a modest price.


Mike Hodgson is a well-respected local historian and this little book more than confirms this. For anyone interested in the study of War Memorials and the background stories to them the Introduction gives much useful general information and research sources.

Throughout the book good background detail of the various campaigns, enhanced by basic maps, is given. The detail of each man’s death has been well researched and presented. The photographs, although sometimes not of the best quality, are interesting. However, it is the intimate details from letters, written by others serving with those who died, which have almost unbelievably survived, that bring the stories alive, together with the reports from newspapers and the family history. The research has been carefully done and provides a fascinating insight into the lives of the “few” from one small village. It holds a special appeal for me as I was brought up in the village and most of the family names are familiar.

Pauline Napier, Boston


This is a timely new edition, enlarged and updated, of a comprehensive and readable history of Lincoln, originally published in 1993. After an introductory chapter, which sets the city in its geographical, historical and social context, it relates the history in a chronological order from the Romans to the 21st century. To date, it is the only general history of Lincoln covering the whole of the 20th century, so it is doubly welcome.

In addition three suggested walking tours take in the city’s most significant buildings and historic sites; finally, the ‘further reading’ is a helpful critique of books written on Lincoln’s history, finishing with a helpful index. It is illustrated with maps, plans, good quality photographs (black and white and coloured) and historical reconstruction drawings, including several by the late David Vale.

It is of interest both to someone visiting the city for the first time and to those who already know something of the city’s history, but touching on all aspects of the city’s rich past. However, the author’s knowledge and enthusiasm for archaeological matters is particularly apparent. He does not shrink from expressing personal opinions and throws in much useful local knowledge. I know of no serious work, which tells you what to take when going to a winter concert in the cathedral! This is an excellent and reasonably priced overview - consider buying it even if you have the earlier edition as well as covering the end of the last century and updating the archaeological information, it has 40 extra pages and more (and better quality) illustrations.

Eleanor Narey, Lincoln


The author begins by saying ‘Edward King... was one of those rare individuals who exuded spiritual power’ and his reputation and life have been an uplifting force since his death in 1910. The author makes no claim for originality and admits that the biographical study by Randolph and Townrow of 1918 has been his main source. In this compact booklet much is revealed of the Bishop’s life and influence for good in the Lincoln diocese. The modern need for a brief study of Edward King is very reasonably fulfilled.


This is more than the fairly usual collection of seaside postcards with captions. A Grimbarian himself, the author provides an autobiographical account which takes him into all sorts of walks of life in the area surrounding Grimsby.

It’s not all about Cleethorpes either: after starting life in Grimsby the family moved out to New Waltham so there are memories of town and village life, the schools attended, his father as a fireman for 26 years with the Cleethorpes brigade, scouting and the general pleasures of life in a happy but not very well-off family (tin baths, outside toilets, etc etc). Annual holidays at Cleethorpes were part of growing up and exploring by bike places along the Humber. Under a number of headings – Attractions, The Pier, Education, Transport and so on - a large number of short pieces

Lincolnshire Past & Present No 60 Summer 2005 27
illustrate the various facets of Cleethorpes since the first visits in the 1940s. They are always interesting and together with lively black and white pictures provide a vivid view of the town and its many delights. Recommended.


This story, written thirty years ago, has proved well worth reprinting. The author was born just at the beginning of the Great War and the address in the title hides a house in Freiston Lane, Boston. She has a good gift of recall and her memories are full of telling details of a life-style that to the younger modern reader seems unbelievable.

Even near to a big town the lack of modern amenities is quickly apparent—so many things that we take for granted now were just not available to the working families of eighty years ago. In spite of these seeming ‘defects’ this is the story of a life full of happiness in small things and home-made amusements, unaffected and far from today’s emphasis on ready entertainment and consumerism. I enjoyed it and recommend it.


Here are memories of farming life where the author grew up in the triangle formed by Alford, Louth and Horncastle. We obtain a picture of a hard but frequently happy life and the author clearly regrets the passing of many features of life in those days. Poems and photographs are well used to illustrate an account of much that now seems worlds away. This nostalgic trip will appeal to many who have shared similar experiences.

NEWLY RECEIVED OR NOTIFIED TITLES


PEASGOOD, David. Grimsby: a history and celebration of the town. Ottakar’s, 2005. ISBN 1 904483 82 8. £4.25 from the Society, Unit 6, 33 Monks Way, Lincoln LN2 1LN.

(Grimesby Collection), £14.99 hbk. This volume is only on sale at Ottakar’s bookshops.


SPENCE, Craig. Lincoln: a history and celebration of the city. Ottakar’s, 2005. 117pp. ISBN 1 904833 83 3. (Francis Frith Collection). £14.99 hbk. This volume is only on sale at Ottakar’s bookshops.


ONLY TWO DAYS after I had received LP & P S9 with my note on the failure of the book on ‘Mallard’ to appear, the book arrived—details above, review to follow.

If there is anything you would like to tell us, or if you require information about local history or archaeology, please write to the editors at Jesus’ Court, Steep Hill, Lincoln LN2 1LS. You do not have to be an SLHA member to contribute but if you wish to become a member please write to the Society at the above address or telephone 01522 521337.