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Lincolnshire Past & Present Editors: Hilary Healey, Ros Beevers
Reviews Editor: Ray Carroll – Production Editor: Ros Beevers
Contributions to the next Bulletin and the Autumn issue of Lincolnshire Past & Present are welcome as soon as possible.
Material may be sent to the Joint Editors at Jews' Court, Lincoln LN2 1L S. Articles may also be sent on disk (Microsoft
Word document) or as an email attachment to lincolncolonial@hostmail.com
Front cover illustration: J. R. Richardson & Co vehicle flyer
Back cover illustration: The Cottage, Gows Bridge, Lincoln (Gows Bridge House at rear). There are two watercolour
paintings of this subject, possibly by Mansfield Pennell (née Allenby), one owned by the Pennell family and one by the
Little family.
Having lived here most of my life I always think of Lincolnshire as a predominantly rural county, and my calendar year is very much based on a series of events that are largely, but not entirely, connected with rural life. This year is typical, as many of these events are regular fixtures and, despite the erratic weather, there seems to have been a great deal going on in the county.

Landmarks for me during the summer include the County Show in June, Wash Week in August and Heritage Open Days in September. Well-known to readers should be the many events arranged by this Society, including the June history day (Lincolnshire Worthies), the guided walk (with the Saxilby group this year) and the forthcoming (at the time of writing) Archaeology Day.

The Heritage Trust of Lincolnshire holds a range of heritage based events throughout the year, for which a leaflet is produced, and other organisations, including WEA and U3A and many local history societies, arrange various courses and day schools. The new Heritage Consortium has a series of winter lectures taking place at Bishop Grosseteste University College, Lincoln. On the more obviously archaeological side, including industrial archaeology, the East Midlands branch of the Council for British Archaeology includes Lincolnshire in its remit, and there was a very successful outing to Barton on Humber and to excavations at East Halton back in July. Most of the organisations mentioned above have their own websites now.

In September the Society launched *Ration Books and Rabbit Pie* (memories of World War II) and at the time of writing we are in the process of welcoming the latest publication from the Lincolnshire Record Society, edited by SLHA member Rob Wheeler, *Maps of the Witham Fens from the 13th to the 19th century.*

This year we seem to have more mystery pictures in the magazine than ever, but at least we are solving a few of them – please keep them coming!

*Hilary Healey Joint Editor*
1832:
MIXED FORTUNES FOR COLONEL SIBTHORP

Mark Acton

PART 2: Sibthorp loses the election but gains a ring

The tenth United Kingdom Parliament was dissolved on 3 December 1832 and a new Parliament summoned to meet on 29 January 1833.

The returning officer in Lincoln set the polling days for 10 and 11 December. Sibthorp had begun to canvass once more on 27 November, followed by Bulwer on 29 November and Heneage four days later.

On 3 December windows were smashed in both the Reindeer and Saracen's Head hotels.

The magistrates issued a warning two days later that further "public outrages" could result in suppression and prosecution.

Not only glassing was hit by stones. Colonel Sibthorp was injured, suffering a "severe confusion" on his face from a "cowardly assassin", which prevented him from further campaigning in person.

While regretting the injury, Bulwer claimed that the Reindeer had been attacked before the Saracen's Head and that he had made the first overtures for peace and narrowly escaped a wound himself.

An address from Sibthorp on 7 December countered this claim and alleged that a "paid brawler" with a rattle had been placed on the hustings to drown out his speech.

Nominations took place in the Guildhall on 8 December. The hall was soon packed with supporters crying "Blue" and "Pink". The reading of the election writ followed a proclamation and the sheriff's took oaths. The Act for Preventing Bribery and Corruption was also read out. The Town Clerk asked for a "fair and orderly hearing" to all who might address the meeting. The three candidates were then proposed and seconded.

With Colonel Sibthorp still convalescing at Camwick, his brother the Rev Humphrey Sibthorp spoke on his behalf. The poll book states that both Heneage and Bulwer spoke at "considerable length" although the book only contains a copy of Bulwer's speech.

In this he admitted that he had no prior connection to the city but thanked his friends for letting him "stand only on the faults or merits of [his] public character."

Bulwer then took issue with the Dean of Lincoln's claim that Sibthorp was a Reformer, saying that the Colonel himself made no such profession.

Following this was a long statement for the abolition of slavery and a call for tithe reforms. After a
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A page from the Poll book, showing electors and how they voted. The farmers from Broxholme and the wheelwright from Branston are freemen outvoters. Householder voters are listed by parish. S=Sibthorp H=Heneage B=Bulwer.
Humphrey Sibthorp admitted defeat just before noon. The Town Clerk announced Hencage and Bulwer duly elected.

Sibthorp shook hands with the victors and praised their talents. Bulwer replied, speaking well of the Colonel and claiming the result not as a win for himself and Hencage over Sibthorp but as a triumph of reform over anti-reform. The new Members were then chaired around the city.

Those who used only one of their two votes were known as ‘plumpers’. There were 310 plumpers for Sibthorp with only eight for Hencage and six for Bulwer. 467 electors voted for both Hencage and Bulwer, which goes to show what an efficient campaign was run by the pro-reform election committee.

The 74 men who voted for Sibthorp and Hencage may be presumed to have done so to keep it in the county. Voters for Sibthorp and Bulwer numbered only 20. Their motives may simply have been personal animosity to Hencage or a preference for the ‘rewards’ on offer from the other candidates.

That Sibthorp gained more freemen votes than Hencage or Bulwer can be put down to a mixture of old loyalties, recognition that the Tories had saved the lifetime franchise for freemen. Church politics (most of the Anglican clergy supported him) or simply a liking for his money.

Regardless of defeat, his old enemy Dr Charlesworth reported him as ‘paying cheerfully, liberally and promptly’.

The overwhelming preference shown to the reformer candidates by the newly enfranchised householders was common to the whole country. They knew whom they had to thank for granting them the vote and voted accordingly.

Many were also Protestant dissenters who declined to support an ‘establishment’ squire like Sibthorp. Non-franchised but politically aware customers whose business they had no wish to lose might well have influenced some shopkeepers, publicans and other tradesmen.

By 1835 reform fervency had abated in Lincoln. In the General Election of that year, Colonel Sibthorp was returned at the top of the poll as he did at further election until his death in 1855.

Bulwer continued to represent Lincoln until defeat in 1841. By 1858 his radicalism had faded far enough for him to become a Conservative cabinet minister.

Hencage’s undistinguished parliamentary career saw him representing Lincoln again as a Whig Protectionist from 1852 to 1862 when he resigned to fight an election in Grimsby. He lost there and the Whigs lost his vacated seat for Lincoln.

Colonel Sibthorp’s years of national fame were yet to come when Punch magazine made him a regular butt. The compensation of a gift from his admirers was small recompense for the large outlay in losing an election but it does show that whatever reasons he had for entering politics it was certainly not for financial gain.

It is said that the ladies of Lincoln presented the ring to Sibthorp. It does seem more likely that a group of ladies would choose such a gift than would gentlemen. It was said of the Colonel that “none could kiss the girls better than he.”

None of his female supporters had the vote, but one wonders how.

---

Election Dirge.

**ANDANTE**

I’ve seen “PINK” flow’rs beauteous and gay,
Unfur’l’l their leaves—their varied tints display;
And as their od’rous breath perfumes the air,
We gaze enraptured—wish their sweets to share;
But as we look, we heave the painful sigh
To see their beauties wither, droop and die!

Freemen! an emblem this of Canwick
“Don’;
Shorn of his strength, how soon his glory’s gone!
Like flow’rs rejoicing in the sunny ray,
He never thought would come this wintry day!

But RUSSEL’S frosty have nipp’d his rip’n’g bloom,
And HENCEAGE chants the requiem o’er his tomb!

**ALLEGRO**

Then FREEMEN say, shall he neglected be,
Who loves REFORM, detests vile SLAVERY?
Will you not rally round his standard true,
And in his battles, bring him com’r’g through?

Yes, Brother Freemen, in your smiles we see
The time is come, when LINCOLN shall be free!

—Anonymous (but not by a Sibthorp supporter!)
much influence they had on their menfolk.

The attractions of Sibthorp to the opposite sex suggests that there must have been more to him than an outdated dress sense and garrulity. Perhaps it was his unruly whiskers! It is surely coincidental that he was born on St Valentine's Day 1783.

SOURCES
Hill, Georgian Lincoln (1966)
Hill, Victorian Lincoln (1974)
Gash, Politics in the Age of Peel (1953)
Pearce, Reform! The Fight for the 1832 Reform Act (2003)
Dictionary of National Biography
Poll Book for the City of Lincoln (1833)

ACKNOWLEDGEMENTS
Dr Dennis Mills for the idea and much useful help and advice; also Joan Mills
Mrs Roberta Henage for the image of G. F. Henage
Staff of the Lincolnshire Archives
Staff of Lincoln Central Library
Julie Bush at The Collection.

A pro-reform broadsheet

N&Q 73.1 Mystery picture 72.3 identified

Richard Olney, Peckham Rye, writes...

My wife and I think this was probably taken at Lacey Sanatorium. If this is correct, the central figure would be Dr Bartram Crossfield Stevens, a leading Grimsby GP, medical officer of health and chief tuberculosis officer to the borough (see Kelly's Directory of Lincolnshire 1933).

The lady to his right, holding a bouquet of flowers, is presumably his wife. This suggests a celebration of some kind, perhaps their golden wedding.

The rest of the group represent staff of the sanatorium—four of the predominantly female staff appear to be in uniform, and the "Rev Worthington" may have been the chaplain. He was the Rev H. N. Worthington, vicar of Riba. Is it correct? Is the hospital still there? Perhaps another reader can put us right.
RE: MIXED FORTUNES FOR COLONEL SIBTHORP

A NOTE FROM ANNABEL CARLE (NEE PENNELL)

Mansfield Pennell née Allenby (1824-1914) has yet more to tell us! She refers to both the Reform Bill, Elections and to Col Sibthorp in her writings.

".......The 1st event of importance which I remember was the Emancipation of the Slaves in America* and there were general rejoicings all over the Kingdom. Lincoln was not behind and I remember my mother putting lights in all our windows, my Father took me into the Town to show me the illuminations but the blazing tar barrels frightened me and he had to carry me on his shoulders. The next event was the passing of the Reform Bill, and the idea in my small mind was of a huge truck with a mighty roll of paper on it drawn by horses passing our home and I often asked anxiously whether the Reform Bill had passed!......."

".......Another time of great excitement was the Elections! and party feeling ran very high in Lincoln. they were times of great excitement among all classes and the boys and girls were not behind. we were very proud of our pink and blue rosettes, according to our respective politics. Pink being the Tory badge and Blue the Liberal. The charing (sic) day was one wild joy, we were all in a fighting mood and some serious encounters happened between the opposing parties. I saw one from a window near the High Bridge, a crowd of the 'Blues' with banners and music were coming thro' the Stone Bow when a party of 'Pinks' showed on the top of the High Bridge. All at once with a yell of rage they rushed at each other and flagstaffs of great thickness were broken like matchwood, banners torn down and a regular fight set in and blood flowed, windows were broken and almost frightened to death I rushed out at the back of the house and got home soon as possible. We had 2 Liberal members one year - Sir Ed Lynton Bulwer and Mr. Chas Seely* and Col Sibthorp was 'thrown out', the poor Col, was pictured as weeping over Lincoln and saying "My City, my City........"

*American slaves were freed by Abraham Lincoln's Emancipation Proclamation of 1 January 1863. Perhaps Mansfield is referring to the ending of slavery in the British Empire by Act of Parliament on 1 August 1834 (when she was about 10). Ed.

"Charles Seely was MP for Lincoln from 1847 to 1848 and again from 1861 to 1885. Perhaps Mansfield has remembered this very long-serving MP and forgotten Heneage? Ed.

Above: Modern view from the building that was the Saracen's Head Tory headquarters

Right: Mansfield Pennell as a young woman
At the beginning of the 20th century, mechanical engineering was one of the most exciting technological developments and that era heralded the birth of many small vehicle manufacturing companies. It was similar to the beginning of the 21st century when a host of "dot com" companies were formed which explored and exploited the new "Information Technology."

Whilst this article concentrates on the "Lincoln Motor Manufacturing Company" which was formed in 1903 and manufactured "The Richardson" motor car, it is important to note that a number of other companies were spawned at that time in various parts of Lincolnshire, some that operated with far more success than the Lincoln Motor Manufacturing Company!

These include "The Pick" dogcart which was manufactured in Stamford from 1898. A number of "Pick" companies traded until 1923.

In 1909 E. Hopper of Barton on Humber, who was already an established cycle manufacturer, diversified into cars and finished a car body made by Star Motor Ltd, Wolverhampton and marketed it as "The Torpedo." Several vehicle manufacturing companies opened in Gainsborough. The "Rose-National" was probably the most successful and operated 1904-1912.

The Rose-Nationals appeared in a number of hill climbs and speed trials. (Ref: R.G Brown) (Ref: LC 8312 "From the Local Studies Collection, Lincoln Central Library, by courtesy of Lincolnshire County Council"). The driving force of the "Lincoln Motor Manufacturing Company" was a young Lincoln engineer John (Jack) Roberts.
Richardson (1869-1949) who was supported by many of the Lincoln business men of the time, all motoring enthusiasts.

The Chairman of the new company was Mr Charles Waldegrave Pennell (1861-1939) who had been Mayor of Lincoln 1900-01 and Councillor of Park Ward 1895-1910.

He was the Managing Director of the seed merchant company "Messrs Pennell & Sons," and was also Jack Richardson's brother-in-law.

Other signatories to the articles of association of the "Lincoln Motor Manufacturing Company were Mr Henry Newsum JP, Mr W. S. Richardson (cousin to J. R. Richardson), Captain H. E. Newsum, Mr W. J. Cannon and Mr Sherwood of London.

These men subscribed the required £10,000 pounds capital as shares of £100 each. (Ref: Lincoln Rutland & Stamford Mercury 10 Jan 1903)

By March 1903 eight acres of land had been purchased from Mr Semper in Sykes Lane, Saxilby, for the proposed car manufacturing works. (Ref: Lincoln Rutland & Stamford Mercury 06 Mar 1903)

Page 107 of the 1905 City & District Compendium shows that the company appears to have traded as "J. R. Richardson & Co, Lincoln Ltd." It also shows that the company had its own showroom at Gowts Bridge.
High Street, Lincoln.

It seems likely that this show room may have been owned by or leased from Pennell & Sons Ltd. According to the 1903 Lincoln Directory, the show room for J. R. Richardson & Co, Pennell's Nursery, as well as Jack Richardson's residence "The Cottage", were all listed at 406 High Street, Gows Bridge, Lincoln (near the current location of Pennell Street).

In 1897 Jack Richardson had married Annie Lieschen Pennell (1869-1968) youngest sister of Charles Waldegrave Pennell, and they lived at "The Cottage", until about 1907. [See back cover illustration.]

Until 1903 most of the cars available in Britain were manufactured in France. At that time as much as £3000 per day was being exported from Britain to France for the purchase of new motor cars. (Ref: Lincoln Rutland & Stamford Mercury 30 Jan 1903.)

Many British businessmen of the time believed, in light of the rapidly increasing vehicle market, that this was a real business opportunity to pursue. The birth of many new vehicle companies was the result, but not many were to survive beyond a few years.

In Lincoln, three models of the Richardson car were manufactured. The 6 1/2 hp single cylinder, the 12 hp with two cylinders and the 24 hp with four cylinders, which by 1905 was replaced by a slightly smaller 18/20 hp version.

All cars had tubular frames and shaft drive and the two smaller engines were made by Aster. Their advertising flyer [See front cover illustration] promoted their attributes.

It is the 12 hp Richardson that we know most about. In the publication "Cars & How to Drive them" Captain H. E. Newsum wrote an article titled "The Richardson" saying that he was the first to purchase a 12 hp Richardson.

He writes: 'I had some experience in motoring, as I had previously owned a Darracq; and desiring to change for a faster car I decided after examining and trying several makes that the local production was good enough for me, a decision which I have had no occasion since to regret.'

Driving certainly was not as straightforward as it is today.

Horses were more common on
Roads than cars and Captain Newsum notes that "the engine is governed on the inlet and the speed can be controlled within a wide radius by means of the accelerator pedal.

"I find the latter very useful when passing horses as by throwing it up to the top, the car glides by without noise...."

Captain Newsum also instructs us that "The gear box is half filled with heavy gear oil and lasts many thousands of miles, but there are upon the dashboard four brass solid grease cups, which are connected by pumps to the four main gear-box bearings which should be screwed down every twenty miles or so. The grease cups for the hind wheels also require tightening up when the car stops after a run of considerable length.

"For all other parts such as the clutch forks, etc, attention once a day or even less is often enough, so there is no need to dirty one's hands when out for a day's ride."

(The italics are mine.)

The car enthusiasts spent much of their spare time attending car rallies competing in hill climbs and speed and distance trials.

The hill climbs were conducted on public roads such as Tetford Hill, Bully Hill, Cawkwell Hill and Cross O'Cliff Hill.

Captain Newsum won a hill climb on 8 August 1903 at Grimsthorpe Park in a 12 hp Richardson and he writes "The car is very powerful on hills and I once had the pleasure of making the fastest time with my car in a climbing competition. On the level it is very fast and I have often passed cars of other makes that cost £300 to £400 more than mine..."

Captain Newsum's grandson Tony Newsum reports that "my grandfather achieved some success in hill climbing using a Richardson car. He did however take the precaution of having himself driven to the hill climb venue in his Daimler leaving the factory mechanics the task of bringing the competition car!"

On 23 June 1904 Charles W. Pennell, Jack Richardson, Major Goddard and Dr Sharpe were all competing in a 12 hp Richardson at the Bully Hill Climb near Teyby.

Major Goddard and Dr Sharpe both..."
driving a 12 hp Richardson were medal winners in a 100-mile non-stop run held on 17 June 1905, although Dr Sharpe was subsequently disqualified, as was Charles W. Pennell for ‘stopping his wheels’ on a non-stop run! It is interesting to note that Charles W. Pennell was by then driving a Martini and not a Richardson.

On 19 May 1906 we find Jack Richardson competing in a 12-14hp Mass, although Dr P Sharpe won the Cawkwell Hill Climb in a 12 hp Richardson on 12 July 1906, but it appears that the end of the Richardson car was imminent.

Sadly like the companies of the ‘dot com’ boom, most of these car manufacturing companies were merged or collapsed after just a few years and the ‘Lincoln Car Manufacturing Company’ and the Richardson Car met the same fate. The company folded in 1907. The Sasiby car manufacturing works was acquired by West Refrigeration who also fortuitously took over most of the Richardson employees. (Ref. Sasiby Local History Group publication 2008)

Jack Richardson moved to Courbevoie, Seine, France with his family and was employed from 1907 until probably about 1914 by the French car manufacturing company Mass (1903-1923) owned by Mr Masser-Horniman, which gave rise to the company’s
name. Mass interestingly throughout most of its effective life built its cars in France for an English importer.

However the Richardson car was not completely dead as it was noted as recently as 2002 in the ‘Complete Encyclopedia of the Motor Car’ that there were similarities between the smaller Mass cars and Lincoln’s Richardson vehicles and that they both used Aster engines.

Jack Richardson, although a skilled engineer, was not a successful businessman, and Charles W. Pennell’s granddaughter Cynthia Little née Pennell (1949) recalled that he was bailed out of money troubles on several occasions by his brother-in-law Charles W. Pennell.

We catch just a few glimpses of his life after 1914. We know he lived with his family in Chiswick, London, from 1914 onwards, but not where he was working as an engineer. Perhaps this article will bring back into the light more information on this part of his life.

We believe that after the death of Lieschen’s mother Mansfield Pennell in 1914 that Jack Richardson became increasingly estranged from his brother-in-law Charles W. Pennell and the Pennell family. (Pers. comm. Sue Richardson). The author does however remember Lieschen Richardson née Pennell, then a widow, visiting her family in Lincoln in the 1950s and knows that cousins visited the Richarsons in Chiswick.

In 1927 Jack Richardson was described on the marriage certificates of his son as of ‘Independent Means’ and on his daughter’s in 1928 as an ‘Engineer’. By the late 1920s it appears he lost money in the Wall Street Crash and as a result he tried to commit suicide, but merely blinded himself. He then disappears from Pennell family history until his death certificate in 1949. This was a sad end for an accomplished engineer who began manufacturing cars in Lincoln at the beginning of the last century with so much promise and enthusiasm.

NOTES: 1. Jack Richardson was the son of Lincoln engineer John Richardson JP (1841-1920) who was Managing Director of Messrs Robey & Co Engineers and lived at South Park Terrace, South Park, Lincoln.
2. The Cottage was originally the home of Jack Richardson’s parents-in-law Charles and Mansfield Pennell and the birthplace of Lieschen and her three siblings. In 1903 the widowed Mansfield was living next door at Gows Bridge House, 406 High Street. Both houses were demolished in 1907 to make room for new housing. Mansfield wrote in 1912 that “not a vestige of the place can be seen, a street called ‘Pennells Street’ goes thro’ what was once my own room.”
3. Newsum was a founding shareholder in Lincoln Motor Manufacturing Company

ACKNOWLEDGEMENTS: Very grateful thanks to Tony Wall, Gordon Brooks, Tony Newsum, Sue Richardson, Cynthia Little, John Wilson and Saxby Local History Group for their information, photos, articles and research.

Many were the congratulations bestowed on Mrs Emma Cheetham of the Post Office, East Keal, who last week celebrated her 90th birthday.

When our representative (who incidentally is the good lady’s grandson) called to wish her many happy returns of the day, he had quite an interesting chat with her.

Well known in the Spilsby, Boston and Horncastle area, Mrs Cheetham is still remarkably active for her years and anyone not knowing her age would take her for many years younger.

Born at West Keal in the year 1843 she was one of a family of twelve, being the daughter of Mr and Mrs William Whinaker, who kept the village store. This has now been demolished and West Keal Post Office stands only a few yards from her old home.

As a girl she went to school very little and became more educated when she was in business herself. The old school where she received her education has since been pulled down.

She relates how as a child she used to go with her mother to Boston with butter and eggs on a ‘packet’ boat that ran from Hobbhole Drain End to Boston. “I used to stand near the door on account of being ‘sea sick,’” she said. The packet was drawn by a horse in charge of a lad.

As a girl she used to sing in the choir at West Keal Church under the Rev Inghamby and the Rev Woods. She relates in those days they didn’t go to church with a flower in their hat.

She started domestic service in early life, her first place being with Mr and Mrs Grisswell of Kelsey Hall. In those days she had to get up and wash at half past four before the master got up, and then milk and feed the cows and calves and cut the meat etc.

In those days living was not so high as it is now but folks were a deal healthier and better for it, she thinks.

At the age of twenty she married Mr John Cheetham and brought up a family of six children, four sons and two daughters. Her husband, who owned one of the first seed drills in the district, unfortunately died early in life, and it was left to Mrs Cheetham to maintain her family and carry on the market gardening business.

In this she was a well known personality, attending regularly the Boston and Spilsby markets. She first started the business by pushing a perambulator full of produce twice a day to Spilsby and later, as business prospered, a horse and dray were obtained.

Some thirty years ago she transferred the business over to her son.
Thomas, and took the Last Keal Post Office, where she was village postmistress, and also kept the village store, acting in this capacity until the war ended. When her daughter (Mrs Thornley) took over the office, ‘Granny’ now lives with her daughter at the village post office and store.

Mrs Cheetham served in the shop occasionally until failing eyesight compelled her to withdraw. Her only grumble at life at the present time appears to be that they won’t allow her to work. ‘Work never hurts anyone,’ she says. She can eat well and sleep well.

It is remarkable that Mrs Cheetham’s longest journey away from home has been to Skegness, which she visited again in 1933. ‘You couldn’t recognise the place if you knew it as I did,’ she said. ‘When there was only a few houses, here and there.’

‘Granny’ remembers quite well seeing the first train, and asked what she thought of it, she replied it was a ‘rum’ un, and considers the motor coaches that run daily past her residence far better than the old carriers’ carts. Contrary to most aged people ‘Granny’ considers the present time best, although she doesn’t agree with the modern girl ‘decking herself out and spoiling her looks with lipstick and other stuffs,’ and people on the whole do too much galloping about. Wireless too, is a strange thing to the good lady, but one in which she is greatly interested.

Considering her hard struggle in earlier years when she was left with a young family she is to be congratulated. We wish Mrs Cheetham many happy returns of the day, in which we feel sure our readers will join us. ‘Granny’ is East Keal’s oldest inhabitant. She has three sons and one daughter living, all of whom, except one son who is resident in the USA, reside at East Keal, and several grand and great-grandchildren.

**N&Q 73.2 Mystery picture**

This unidentified photograph has come to Ros Boyce at Jews’ Court Library. Does anyone recognise the location? Hilary Healey adds the following: This farm photograph was found recently in an antiques centre. It was obviously once in a frame. Pasted on the back of it is a sheet from the Spalding Guardian for a date in 1892—probably in November. The photographer was given a hard task—to photograph the house and buildings together with the family, labourers and dog—not to mention the poultry. It is possible the house and buildings survive, and the photograph may be of interest to a local historian or family historians.
After much praise for the agriculture of the county the writer notes in the general introduction:

The churches of this county, which are entirely in the diocese of Lincoln, are said to be its chief ornaments; so that it has been observed, that no county has better churches, and worse houses.

The poorer sort of people wash their clothes with hogs dung, and burn dried cows dung, for want of better fuel: from whence comes the proverb: "Lincolnshire, where the hogs shite soap, and the cows shite fire." Besides the two knights for the county, and two citizens for Lincoln, it sends eight other members to parliament, viz. two for Boston, two for Great Grimsby, two for Stamford, and two for Grantham.

The first centre visited is Market Deeping and to quote:

'Market Deeping, an old, ill-built dirty town, ninety miles from London. From hence the roads pass through Bourn, to Folkingham, near which are the ruins of the ancient magnificent Priory of Sempringham, for Gilbertine nuns; who were famous for their austerity. Not far from here is another piece of decayed magnificence, the ancient seat of the Lord Clinton, Queen Elizabeth's Admiral: the present remains bear the marks of its having been once a noble and splendid structure. The plaister of the ceilings and walls, in some rooms, is so fine, and so entire, that they break it off in large flakes, and it will bear writing on with a steel pen or pencil, like the leaves of a table book.'

Talking ducks
—another description from Britannica Curiosa 1777

'The method of draining these levels, is by mills or engines, one of which is said to throw up twelve hundred tons of water in half an hour, and goes by wind-sails, twelve wings, or sails, in a mill.

Here are also an infinite number of wild fowl, such as duck and mallard, teal and widgeon, brand geese, wild-fowl, &c. For the taking the four first kinds, here are a great many decoys, from all which the vast numbers of fowl they take are sent up to London.

The accounts which the country people give of the numbers they sometimes take, are such that one scarce dares report it from them.

It is said, that some of these decoys are of so large an extent, and take such quantities of fowl, that they are let from one to three, four and five hundred a year rent.

The art of taking the fowls, and especially of breeding a set of creatures called decoy ducks, to entice and betray their fellow ducks into the several decoys, is very ingenious, and described as follows:

The decoy ducks are hatched and bred up in the decoy ponds, in which are certain places where they are constantly fed; being made tame, they are used to come to the decoy-man's hands for their food.

When they fly abroad, it is not known whether they go, but some conjecture, they fly quite over into Holland and Germany, where they meet with others of their own kind, and... by some art unknown to us, draw together a vast number of the fowls, and, in a word, kidnap them from their own country; for, being once brought out of their knowledge, they follow the decoys as a dog does a sportsman; and it is frequent to see these subtle creatures return with a vast flight of fowls along with them, after they have been absent several weeks together.

When they have brought them, the first thing they do is to settle with them in the ponds, to which the decoy ducks belong.

Here they chatter and gable to them in their own language, as if they were telling them, that they should soon see how well they should live.

When the decoy-men perceive they are come, and that they are gathering and increasing, they
go secretly to the pond-side, under the covering which they make with reeds, so that they cannot be seen; where they throw over the reeds handfuls of corn, in such shallow places as the decoy-ducks are usually fed, and whither they are sure to come for it, and to bring their new guests with them for their entertainment.

This they do for two or three days together, and no harm follows to the poor strangers; till throwing in their bait one time in an open wide place; another time to another wide place; the third time it is thrown in a narrower place, where the trees which hang over the water, and the banks stand enclosed together; and then in another yet narrower, where the said trees are over head like an arbour, though at a good height from the water.

Here the boughs are so artfully managed, that a large net is spread near the tops of the trees, among the branches, and fastened to hoops, which reach from side to side. This is so high, and so wide, and the room is so much below, and the water so open, that the fowls do not perceive the net above.

Here the decoy-man keeping unseen behind the hedges of reeds, which are perfectly close, goes forward, throwing corn over the reeds into the water.

The decoy ducks greedily fall upon it, and calling their foreign guests, seem to tell them, that they now may find how well the ducks live in England. So inviting, or rather wheedling them forward, till by degrees they are all gotten under the arch, or sweep of the net, which is on the trees, and which, by degrees, imperceptibly to them, declines lower and lower, and also narrower and narrower, till at the farther end, it comes to a point like a purse, and perhaps two or three hundred yards from the first entrance.

When the whole flight of ducks are thus greedily following the decoys, and feeding plentifully as they go, and the decoy-man fezes they are all so far within the arch of the net as not to be able to escape, on a sudden a dog, which till then he keeps close by him (and which is taught his business) rushes from behind the reeds, and jumps into the water, swimming directly after the ducks and barks as he swims.

Immediately the frightened ducks rise upon the wing to make their escape, but are beaten down by the net over their heads. Being forced into the water, they necessarily swim forward, for fear of the dogs; and thus they crowd on, till by degrees the net growing lower and narrower, they are hurried to the very farthest end, where another decoy-man stands ready to receive them, and takes them out alive with his hands.

As for the tractors that drew the poor ducks into the snare, they are taught to rise but a little way, and so not reaching the net, they fly back to the ponds, and make their escape; or else, being used to the decoy-man, they go to him fearless, and are taken out as the rest; but, instead of being killed with them, are stroked, made much of, and put into a pond and plentifully fed for their own services.
HUNT MEET AT BAYONS MANOR—This postcard was with material from Terence Leach's collection and shows a meet (Southwold Hunt?) assembled at Bayons Manor, Tealby. Does anyone have any more information? *Hilary Healey*

TRUSTHORPE RADIO BUNGALOWS—This is a 1961 ‘real photograph’ postcard produced by Arjay Productions of Doncaster. Betty Kirkham tells me that the bungalows were named after a ‘ship to shore’ radio mast that had been in the area. Perhaps some of our readers know more? *Hilary Healey*
The records I turned to included the complete census records available through Ancestor.com, the Births, Deaths and Marriages for England through BDM.com and a range of county directories through historical directories.com.

When tracing the individuals I relied heavily on the Census Enumerators Records. Maria King, the person to whom Peace wrote her charming letter describing the workings of the house she was a servant to was identified in the 1901 census (PRO:RG13, Piece 3098, Folio 171, page 9).

She was Brian Thorndyke’s grandmother and had been born in 1874 but had only just married when she got the letter (Births, Deaths and Marriages [BDM]). Marriages, Grimsby, Vol 7a, page 1377, December 1897) and by 1901 she was at ‘The Grange’ farm at Riba with her husband, George King, an agricultural labourer, and her daughter and two sons.

Of the other servants Peace referred to, George Hudson a ‘domestic coachman’ was quickly identified using the 1901 census (PRO:RG13/3088/5, page 1) and it was also easy to trace his past into Norfolk, from his employment as a groom in Broughton just outside Norwich in 1891 to Swaffham his birthplace in 1864 (PRO:RG12/1573/43 page 3). This would not be his whole career as such men would be changing jobs almost on a yearly basis along with other domestic and agricultural servants, unless it was a good place when a longer stay resulted. This went for Peace herself but in 1901 she was found as a cook at ‘Wyndhurst’ Pelham Road in Grimsby (PRO:RG13/3097/76 page 16), then she was 26 and the daughter of Thomas and Sarah Levertor in the village of Beelby. From the BDM index she seems to have married either Joseph Fixter, or more possibly Charles Robert West, in 1906 (BDM: Marriages, Grimsby, Vol 7a, p1411, December 1906).

Charles was born in 1877, also in Beelby, where he joined his father Joseph as a wheelwright and joiner.

Turning to the house where Peace worked in 1901, the census revealed the owners to be Harriette K. (known as Kate) and Frederick Emil Hagerup (PRO:RG13/3088/6 page 4) who married in 1886 (BDM: Marriages, Caistor, Vol 7a, p816, March 1886). In 1891 they had been living in a more modest house, which they called Larpool Cottage, a name associated with the Whitty area, the birthplace of Kate’s mother, Mrs Jane Newby, and this house was on Littlefield Lane, only a short distance away from Pelham Road (PRO:RG12/2612/6 page 6). At this time Jane Newby was living close by in Mayfield House also in Littlefield Lane (PRO:RG12/2612/14 page 22) but in 1881 she had been in the centre of Grimsby, at 2 Kent Road, close by the docks where 10 years before she had run a stationery business (PRO:RG11/3269/38 page 21; PRO:RG10/3413/50 page 1).

She was a widow by then; her husband, Thomas, having died around 1863/4 (BDM Deaths, Caistor, Vol 7a, June 1863 page 396 or December 1864 page 359). He was a house painter running his own business in 1861 from the house next door, 1 Kent Road.

Frederick Hagerup and his company were well recorded in the local trade directories with his Hull connections appearing in Balmer’s Trade Directory for Hull 1892, and Kelly’s Directory 1896 and 1905 lists his progress in Grimsby. Much information on Frederick and Kate came from Peter Chapman’s book 100 years of the Grimsby Evening Telegraph (Grimsby 1996, pp 6, 13, 19 and 34) and it records the extensive business activities in the town including the Consolidated Steam Fishing and Ice Company, which lasted until 1983, when its last trawlers were scrapped. The end of the article concentrated on Pelham Road, the houses and their owners. Pelham Terrace, the earliest structure, dating from 1854, is listed as of historical significance to Grade 2 (DCMS Reference Number: 699-125/50). ‘Fairlawn’ (1885), now part of St James’s Choir School, is also listed as Grade 2 (DCMS Ref: 699-125/51).

Wyndhurst, where the Hagerups and Peace lived, was built in 1878 by the ironmonger William Cook. It has a wonderful staircase, paneling and period details such as the decorative brass door plates, reflecting Cook’s ironmongery business (White’s Directory, 1882, p370, p386). The Hagerups lived there from 1891 until 1905 when they moved to Scartho, after which there were a number of owners. In the 1980s it passed to the current owners, the Abbeyfield Society, who manage it as sheltered accommodation and I would like to thank them and their staff for their help in the preparation of these articles. This article is a supplement to Peace Declared (LP&P Summer 2008) to be read along with it. It shows that much of Grimsby’s rich history can be got from readily available documents.

Lincolnshire Past & Present No 73 Autumn 2008
AUSTEN, Irene, compiler. Ewerby book: a history and village life today; a photographic record of the village and its residents at the beginning of the 21st century together with a historical view: a collection of memories and photographs from people who grew up in the village from the 1950s onwards; compiled by Irene Austen; edited by Emon Khan. Ewerby Reading Room, 2007. [4], 311pp. ISBN 978 0 9555890 1 0 pbk (already out of print); 978 0 9555890 3 pbk £12 (or £14.50 by post from the compiler, 50 Main Street, Ewerby, Sleaford NG34 0PJ).

This substantial A4 volume does what the title says. After a brief historical note the compilers visit every property in the area, giving details of the owners and their families, pictures of the main features of the exteriors and any notes they could find on interior changes from previous owners. The church is dealt with in some detail and a set of long chapters rounds it all off with the history of Haverholme and the Earl of Winchelsea, based on one imagines, on notes from the late Les Gostiek, who married the daughter of the village postmistress in 1933), other early prominent families, charities, the local facilities and the memoirs of 17 families detailing life from the 1930s onwards. All involved deserve thanks for putting out such a detailed record, which should prove valuable to future students of domestic architecture as well as so many aspects of its past. It might seem a little dear but it is very good value.


As a follow-up to Spalding in the fifties here is another selection of pictures from Spalding Guardian, which, like the previous selection not only covers people and events in the town itself but, because the circulation area takes in Bourne and Billingborough and all points east and south to the county borders, there are many pictures from outside the town. The book is divided into four broad subject areas: Agriculture and Industry, Sport, Children, and Civic and leisure, followed by Best of the Rest. The two main comments on the earlier volume apply here too; since the editor must have known what issue the original picture appeared in it seems perverse not to tell us the exact date; because of the geographical spread one will not get much of an impression of Spalding’s properties and the various changes. There is plenty of white space on most pages for more of the names of the people pictured; if known, of course. However, the book will still prove popular and revive many pleasurable memories.

DEEPING ST JAMES FAMILY & LOCAL HISTORY GROUP. Frognall. Deeping Group, [2008]. 143pp. No ISBN. £6.50 pbk (or £7.50 by post from Mrs D. Price, 20 Fastgate, Deeping St James PE9 8UJ).

It would be easy to miss Frognall, a small hamlet near Deeping St
concerned and the places where they were used. Since there are records of swans at Croyland Abbey and the practice only faded away in the nineteenth century there is an extensive history; however, the above title shows the limit of the lists dealt with in this book, which forms a complement to Ticehurst's many works and lists. It is very nicely produced and can be regarded as a definitive contribution.


This is the second book published to commemorate the 50th anniversary of the formation of the BBMF in 1957 and as the Flight has been based at RAF Coningsby since 1976 it is very much a 'Lincolnshire' book. The author looks at the founding of the Flight and its history over the 50 years, and then gives comprehensive histories of the individual aircraft flying it today, followed by a description of their display sequences. Further chapters look at the important occasions with which the Flight has been involved during recent years (anniversaries of VE and VJ Days, Queen Elizabeth the Queen Mother's funeral etc) and also at the various Commanding Officers, the BBMF Visitors Centre and the recently formed BBMF Association (an omission here is the Lincolnshire Lancaster Association, which has done much to help the Flight over the years). As one would expect the book is copiously illustrated with excellent black and white and colour photographs plus diagrams of the various manoeuvres performed. This is a good, interesting read but I do feel that more could have been written about the efforts of the Flight's ground crew, without whom the Flight's aircraft would not get off the ground—a list of its Engineering Officers, alongside that of the COs, would have been a worthy addition. However, it is otherwise a very comprehensive look at this living memorial to those many airmen killed since the RAF was formed.

Terry Hancock. Cherry Willingham.


A very substantial piece of work that should be in the libraries of all who deal with the study of every type of fortification. Divided into four main sections they cover general periodical articles, general books and essays in books; the main focus is on individual places arranged by counties and then alphabetically by site in each county. All sections of the British Isles are covered here, including the counties of Fife. Indexes list all the authors and places. There was one unfortunate error in the Lincolnshire section where Arthur Owen's name comes out as A.E. Bowen; I also felt a reference to Boston might have applied in listing the Hussey Tower under letter H only. Very minor against the wealth of material so meticulously gathered here and, considering its size, so moderately priced.
LANG, Betty. Growing up in Sleaford: born 1935: stories of Sleaford from the first fifty years of the twentieth century. The author. [2008]. 54pp. No ISBN. £7.99 spiral bound (or £9 by post from the author, 60 Grantham Road, Sleaford NG34 &NE).

The title says nearly all. Brought up by Louis and Allan Ellis in Sleaford this account retells their family history prior to Betty’s adoption in 1935. The bulk of the book is taken up with her own story, with particular stress on her time at a private school run by a Miss Church and, then from the age of eight, at Sleaford and Keysteven High School.

The ten years until she left school are described with much detail of teachers, lessons, excursions and plays she acted in; she was head girl at the end. Articles she wrote for the school magazine and lots of pictures give a flavour of these activities. And there this version ends. Since I had the first version Mrs Lang has issued a second version with an extra six pages. Perhaps we can hope for further instalments of life after school.


Following hot on the heels of last year’s book on walks in the Wolds the author now offers walks that have appeared in most of the county’s newspapers over the last few years. There are 20 walks, none longer than 6.8 miles, with full notes on routes, access, maps, local refreshment places — all, in fact, that one needs for half a day’s walking pleasure. Pocket-sized and well illustrated with plenty of colour.


Born in Sleaford workhouse, the author tells of the hardships of 1920s and 1930s rural Lincolnshire. His mother, after factory work in Lincoln, became housekeeper to, and later married, a farm worker at Moorth. Every 6 April they seemed to move from one tied cottage to another as the father sought work.

Much centres on Faldingworth, Bursingham, Newton Toll and Market Rasen. Although poor it seemed to be a happy childhood of school pranks and games and occasional kindnesses from his head teacher and the local vicar. When his father suffered a stroke they all were committed to Caistor workhouse for three months. Much of the rest concerns his learning the bakery trade with a Mr. Peatman at Waddington and courting his wife-to-be who lived in the village. It all ends with their wedding in 1933. It gives another insight into rural life and its many problems for the poorly off and is a good read.


Much more than the sort of guide offered at Tourist Information Offices. There are three sections on the history of Woodhall, followed by a long central section on what the present-day attractions are and that is succeeded by chapters on local RAF sites, three walks plus the Viking Way footpath. It ends with a basic directory supported by an advertisement section. It is packed with all any visitor or inhabitant would need to know in the way of an introduction to all that is or has been on offer. Well
produced with loads of good pictures too.


Last year we had these authors’ aerial survey of the area around Stamford. Now they give us a wide selection of pictures taken not only from the air above the county but also at ground level in many of the county’s towns and villages. Unsurprisingly there are lots of photos of aircraft (and balloons) but the range of the majority of the pictures is immense. There must be at least 500 stunning shots here and the quality of reproduction is first-rate. The detail to be discovered in the aerial views of some of the county’s finest sites all in excellent colour is a tribute to the photographer and his printer. There are good captions but no index to all the places shown. Very good value.


Almost the last piece the late Professor Kenneth Cameron wrote was the review of Margaret Gelling and Anne Cole’s *The landscape of place-names* (IIA, vol. 35, (2000), pp. 74-5). The present volume comprises 36 specialist essays on the origins of British place-names to celebrate Gelling’s 80th birthday. One, only, has specific Lincolnshire content—Richard Coates’ study of elements in the toponymy of western Lindsey (pp. 259-269). One other deals with names just over the border in the Lincoln area of Nottinghamshire.


The author has, over several years, been issuing volumes covering periods of 25 years in the history of Grantham and district from 1851 onwards. Each opening covered a single year of cuttings (and later pictures) from the local newspaper to give a flavour of what life was like. Now, we are brought further up to date with a wide-ranging selection from local archives, but this time four to six pages per year. Most aspects of the town’s activities and development are covered and already, after only 30 years or so, much that appears here seems dated and quite historical. Mr Pinchbeck is to be congratulated on the completion of his coverage of 150 years of the history of the area.


The author is well qualified to write this brief account since her doctorate was centred on nineteenth century lunatic asylums. Created, as they were, “for the shelter and support of afflicted destitute persons in particular for the insane” the superintendent of the Montrose Asylum, in 1837, was keen to point out that the model asylum was similar to the country house estate. The first one, Bethlem in London (1674-6) is lavishly decorated outside but masking a Spartan interior. Later examples were built in quiet country places to ensure peace and quiet. Charlesworth who built the Lincoln Asylum (1820) is given due praise for trying non-machine processes for curers. The employment of good architects is also reflected in notes on the asylum at Rauceby (1897-1902). As is usual with his series much is packed into a short space with plenty of pictures too.

SOUTH WITHAM ARCHAEOLOGICAL GROUP. The history of the parish of North Witham and Lobthorpe. SWAG, [2008], 150pp. No ISBN. £12.50 pbk (or £14 by post from Peter Ball, 9 Winblerley Way, South Witham, Grantham NG33 5PU).

This is the sort of work that is impossible to review adequately. Only another member of the team responsible for the preparation of all this volume contains could do it justice. Merely to list the section headings can only suggest the range of material here. The sixteen topics include these for North Witham: Early records; the church and graveyard; roll of honour: manor houses; school; and reminiscences. For Lobthorpe there is a general account, a piece on the title award and another on the Black Bull Inn. A long section of twenty-seven pages considers the names and histories of
families in both places. The approach here typifies the amount of detail that the group has recovered from newspapers, documents and archives, local and national. A chapter on RAF North Witham covers ground previously published by this very active group, including the picture of Glenn Miller entertaining the men in 1944.

The depth of record provided is what makes the volume difficult for the outsider to comment on very specifically. The pages are packed; I picked on page 83 as a typical sample—there are 58 lines of close print (and the use of a light Gill Sans typeface makes each page very closely printed) yielding about 11-1200 words. In addition to the words there are, of course, on many pages black and white pictures, tables, maps and plans. Some of the proof reading might have been better—in the pages on the bare knuckle fights between Tom Cribb and Tom Molineaux the text goes a little haywire; there are three versions of the former’s surname alone.

However, this should not detract from the overall impression of a tremendous amount of research, which owed its origins to the work issued in 1901 on North Witham by the Rev Stedman Davies. He would hardly recognize the child that has developed from his initial labours. For anyone with any interest in or involvement with these places and their people this is the essential volume.


This is an excellent introduction to the story of the Pilgrim Fathers and their association with Immingham. This year is the 400th anniversary of the attempt of these people trying to flee to the continent from that port.

The first part deals with the Pilgrim story and the events that led up to their use of Immingham after the failure of the Boston effort in 1607. The well-known story of their struggles is interwoven with many extracts from contemporary documents in an illuminating way. The second part covers place-names in Immingham which have associations with the would-be settlers with biographical notes on the people behind the names; a final part refers to other notable Pilgrims and associated matters.

This may appear an expensive small-format paperback but there is a great deal of research here, presented in a very well illustrated booklet with lots of colour.


Not the place for the detailed review this fine book deserves. For all who poke their noses into churches in Holland, Belgium and elsewhere on the continent and especially savour the gothic masterpieces to be found there this book offers a visual feast. It aims to catalogue all the examples that have been brought back to this country and remain installed here. Only one example in Lincolnshire—the statue of Mary Magdalene in St Benedict’s, Lincoln (pp. 402-4). Woods suggests it dates from c. 1514 and may have been made in Belgium.

Well printed, this is a first-class scholarly production.