A BILL OF FARE

For every Season of the Year.

For JANUARY.
First course.
At the top gravy soup.
Remove fil.
At the bottom a ham.
In the middle fried oysters or brown.
For the four corners.
A fricasse of rabbits, Scotch collops, boiled chickens, calf-foot pie, or oyster loaves.
Second course.
At the top wild ducks.
At the bottom a turkey.
In the middle jellies or lemon posset.
For the four corners.
Lobsters and tarts, cream curds, stewed pears or preferred quinces.

For FEBRUARY.
First course.
At the top a soup remove.
At the bottom salmon or stewed breast of veal.
For the four corners.
A couple of fowls with oyster sauce, pudding, mutton cutlets, a fricasse of pigs' ears.
Second course.
At the top partridges.
At the bottom a couple of ducks.
For the four corners.
Stewed apples, preferred quinces, currants, almond cheese-cakes.
In the middle jellies.
For MARCH.
First course.
At the top a boiled turkey, with oyster sauce.
At the bottom a couple of roast tongues, or roast beef.
In the middle pickles.
Two side dishes, a pigeon pie, and a calf's head bap.
For the four corners.
Stewed crab or oysters, hunter's pudding, a brown fricasse, stewed eels, or broiled whittings.

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Lincolnshire Past & Present Editors: Hilary Healey, Ros Beever
Reviews Editor: Ray Carroll – Production Editor: Ros Beever
Contributions to the next Bulletin and the Spring issue of Lincolnshire Past & Present are welcome as soon as possible.
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 lindumcolonia@hotmail.com

Cover: Pages from a mini cookery book found at Jews’ Court
Welcome to the first edition of 2009 and a happy new year to you all! At the time of writing (December 2008) winter has been a proper winter so far, with low temperatures, frost and some snow. I do prefer it that way as I like the seasons to be as they should be! We seldom get a white Christmas though and, according to forecasts, 2008 is to be no exception. In this issue Peter Stevenson looks back at past winter weather, especially the harsh winter of 1947, which some readers may remember. I only really remember that it passed into folklore, being spoken of for many years to come.

We are fortunate to have two contributions by Mr Stevenson in this edition, the other tells us about the use of draglines in the fens, a story that has never before been told in this magazine but one that is sure to interest many of our readers.

We have more family research from the Grimsby area by the diligent Chris Page, and seven notes and queries items, so we are hoping for more feedback on the topics covered, which are numerous and include the Isthmian Football League, fake lead tokens and more windmill graffiti in churches.

Chris Drakes refers to Bayons Manor, which Hilary Healey enquired about in an earlier edition, and tells us that a member of his family once owned it. He has researched his family name and has found worldwide references to Drax, Draeas and Drakes, which he says is a Lincolnshire surname. But what is the origin of the name? I did wonder if dragons came into it at all. Perhaps you could help us there, Mr Drakes? My husband has recently visited Krakow in Poland where according to legend a dragon once terrorised the population. It is a similar story to that of the ‘Lambton Worm’ in the North East of England. Are there any such Lincolnshire fables? I don’t think I have ever come across any, but other readers may know differently and stories are welcome.

Joan Mills’ comment on the old house in Corporation Street follows our publication of an original document in the Spring issue this year. The author, E. Mansel Symson—was he a medical man, and involved in dealing with an attack of rabies in Lincoln?

As usual Bookshelf is full of yet more new and interesting titles to tempt you, and when you’ve read the magazine, try the latest quiz from Doctor Rename—and you don’t have to wait for the answers!

Ros Beever, Joint Editor
A

article by E. Mansel Sympsin on this subject was reprinted in the Spring 2008 issue of *Lines Past and Present* (no. 71). It included a photograph (above) of a large, impressive stone house, with a once beautiful late Tudor window at the bottom left. The building had been much neglected, judging by the state of broken window panes, roof tiles, chimney bricks and structural cracks.

Yet it was still recognisable as the kind of high status house that one would expect to find, not down a narrow passage, but on the frontage of a principal street. Sympsin’s description of the location is very confusing, but with help from John Herridge of the City’s Heritage Services Team, I have satisfied myself that the house was in Pump Court, halfway down Hungate Passage.

The context of Sympsin’s article is that Lincoln Corporation had bought up property to be demolished between the High Street and West Parade in order to link them by a new street, which they ultimately called Corporation Street.

We have worked out that the photo was taken at the NW corner of the house, with onlookers standing in a narrow yard between the house and buildings already demolished (see Fig. 1).

The left side of the house is the north boundary wall facing the yard of the Flying Horse Inn, which was also demolished. The High Street is about 35 metres away behind the house and parallel to the façade facing the camera.

By 1861 when Wm Cooke Norton sold the old house to Thomas Sewell it had already been “sub-divided into several rooms or chambers” and was “situated in Pump Court or Hungate Passage”. On its purchase by the Corporation in April 1894, there were six occupiers: Henry Hanson, Henry Halam, Mr Brumitt, John Everitt, J Thornton and Martha Brown (Lincolnshire Archives, L3/726/8).

Could we guess what the three men in the picture were doing?

The man in a straw boater looks as if he was a clerk bringing a message to the site regarding the demolition of the house.

As well as the old house, the properties to be demolished included shops and the Flying Horse on the High Street frontage, workshops and warehouses, some on the Hungate frontage, and tenements in Hungate Passage. In order to offset some of the costs, in March 1893 tenders were invited for the purchase of old material - where do you suppose the Tudor window got to?

Demolition started at the west end of Hungate Passage in June 1893, but negotiations were continuing in July - was somebody holding out for a better price? (Lincolnshire Chronicle, 10 March 1893, page 6, column 6; 10 June 1893, 6.7; and 8 July 1893, 6.5). That seems to be the explanation of April 1894 as the date of the conveyance between Thomas Sewell’s heirs and the Corporation. However, by the time Ruddock had his 1897 directory compiled, Corporation Street had been started and included six addresses.
Nobody can accuse the Friends of the Old Hall at Gainsborough of being stuck in the mud. Several years ago Hall Manager Jenny Vernon wanted to create a garden of ancient flowers and herbs to complement the splendid building.

The Friends took on the challenge; it took years of effort, and fundraising, English Heritage insisted that any beds should be raised above the ground, and that alone nearly broke the Friends' bank, but they persevered. The Gardening Group became strong and active. In front of the south face, within the enclosing arms of warm red brick, are beds containing about 70 varieties of flowers and herbs, all kept going by the Group.

Now the Group have decided to move forward again. They have designed and published a beautifully illustrated leaflet giving the names and positions of the plants. The illustrations, nearly 60 of them, were done by Joy Woods, and they are really colourful and informative (compare the Leopard’s Bane with the actual plant, it is almost photographic!)

With it goes a leaflet giving the culinary, medicinal and mythical associations; for example, did you know that bluebells provided a glue for feathers on arrows; that borage was fed to Crusaders to give them courage; and that King Henry VIII ate sorrel as a delicious vegetable? The myriad medical claims for these old favourites are amazing. So is the leaflet, sold at the Old Hall for £1, a glossy eight pages of fine value and education.

With such initiatives the ‘history community’ of Lincolnshire shows the politicians that there is enough strength in our commitment to overcome the blunderings and sheer cultural vandalism for which we are all suffering now.

Bob Wise

The Library holds an interesting and wide-ranging collection of books, journals, pamphlets, leaflets and CDs relating to the history of Lincolnshire.

The Library is for reference only, and is open to members of the Society on Thursdays from 10am to 4pm, and at other times by arrangement. The Computer Catalogue is now up and running, and all new accessions are being added to it. Articles in the SLHA Journal are gradually being indexed on to the database, and other journals will be indexed as time permits. There is a card catalogue, but it is no longer being maintained.

Instructions for the use of the computer catalogue and a list of classification schedules are kept on the windowsill beside the computer.

Demonstrations: If you would like a demonstration of the computer catalogue and/or a ‘tour’ of the library, please contact me. I am regularly at the library on Thursday mornings, but can arrange to be there at other times if required.

Tel: 01522 521337; email: slha@lincolnshirepast.org.uk.

For details of journal holdings and other information, see the SLHA website: www.lincolnshirepast.org.uk

Rosalind Boyce Honorary Librarian
A Dovecote at Canwick

I was 8am and the phone was ringing. Who could it be—must be family in trouble!
No, it was the British Dovecote Society. They had made good progress over from Huddersfield and would like to start their Lincolnshire survey in Canwick—they had been invited. Just where is Hall Farmhouse?

There were three dovecotes in Canwick when it was the domain of the Sibthorps. One was demolished as part of the Village Hall. Two remain.

Our dovecote is built of stone on a brick base 17 feet square and rises to a cupola perhaps 40 feet above. It is thought to be a rebuild of about 1800 when a large part of The Hall was rebuilt, certainly not in its present form having any part going back to Elizabethan times as does Hall Farmhouse.

It is when you realise that there are over 1000 intact nesting boxes inside that the commercial nature of the building becomes apparent. Just imagine up to 1000 pairs of pigeons—their cooing must have made the building tremble!

The occupants of Hall Farmhouse can be imagined as custodians of their Sibthorp lords. The order would likely come from The Hall kitchen for 20 squabs and so many eggs, as pigeon pie was on the menu. Without a freezer the pies would be a welcome change from the monotonous winter diet.

No scrambling on ladders to raid the nests. The dovecote had a central 'potence'—like a vertical axle with horizontal spars. The raider would pull himself round the walls going from box to box until his order was filled. None of this would make his lordship any more popular. The pigeons were free to raid the crops of the tenants!

Nothing was wasted. The dung was the best form of manure to be found. No sharing—this was for his lordship's Home Farm! Not to mention the dung being the salt-petre for the manufacture of gunpowder.

I don't dream of these times returning but to put our semi-derelict ruin back into working order is a pleasant thought. Our dovecote is watertight but has been locked for the past 30 years to protect us all from the debris. The Premium Bonds have made us put off restoration for yet another month!

Erie Hair

Sally Hair and Pearl Wheatley near the dovecote at Hall Farmhouse, Canwick, summer 2008

Bayons Manor

As regards Hilary Healey's request for help on page 18, Lincolnshire Past & Present, issue 73, Autumn 2008, you may be interested in my website: http://www.drakesfamily.org

There is a page entitled 'Bayons Manor', which a member of my family once owned. I have recently added some 1859 extracts from the Illustrated London News about Bayons Manor, Tealby, and the D'Eyncourt stained glass window in Lincoln Cathedral. Mine is a Lincolnshire surname and I have nearly 2,500 pages of family trees, worldwide, for Drax, Dracas(s) and Drakes; virtually all of which originate from north Lincolnshire and nearby west Yorkshire.

Chris Drakes, SLHA member
The Croft Bakers of Cleethorpes

Chris Page

In researching for information behind the photograph of Eric Hair’s mother [above] the only details given were that the photograph had been taken at Grimsby c 1930 outside a house called ‘The Leys’ which was owned by the Croft Bakers.

The Croft Bakers were an interesting family and one of a number of such families involved in the fishing industry. Henry Croft Baker had been born in Cleethorpes around March 1864 (BDM, births, Caistor Vol 7a, page 608) and married Ada Grant about March 1890 in Grimsby (BDM, marriages, Caistor Vol 7a, page 824).

By the 1901 Census he was living at ‘Daisy Villa’, Mill Road, in the centre of Cleethorpes (it is not clear if the house was Daisy Villa or Villas). They had five children by that time; Daisy (10); Sydney (8); Jack (7); Harold (5) and Florence who was only one month old (1901 Census Enumerators Return RG13/3066/64, p20). It would be lovely to think that they had named their house after their first daughter, Daisy.

In 1901 Henry was described as being a ‘Manager of Fishing Vessels’ and this quick look into the records, reveals that he had a fascinating career, but more of that later, as he was not the only one of the family to do well.

Returning first to answer the above question, we look to Henry’s boys, more specifically Jack. He had been born around June 1894 (BDM, births, Caistor Vol 7a, page 591) and in September 1914 he married Doris A. Beales (BDM, marriages, Grimsby 7a, p1569). He is recorded in Kelly’s Directory in 1922 (p 140) as living at ‘The Leys’, which was in Queen’s Parade in Cleethorpes. In the 1933 Kelly’s (p138) he is at 7 Queen’s Parade with his brother Sydney at No 5. I do not know if ‘The Leys’ and No 7 are the same but it seems likely from viewing the old photograph and comparing it to current aerial images of Queen’s Parade, as many of the houses appear to be of a similar style.

The house must have been a busy one as it seems Jack had gone into the family fishing business and been very successful in his own right, eventually becoming President of the British Trawlers’ Federation. In 1953, he became involved in the start of the Icelandic fishing dispute, later known as “the cod wars”, where he was advising the Ministry of Agriculture and Fisheries as well as Parliament. He was also being called upon by the Board of Trade to review fishing accidents, and in this capacity he was on the board examining the loss of the trawler ‘Twilit Waters’, which was lost off Falmouth in October 1951 when it is thought that it hit an old German mine.
Looking at the larger family picture, Henry's father was born Henry Croft around December 1843 (BDM births, Caistor Vol 14, page 302), with his father being Nicholson Croft (b1817 at Cleethorpes) and his mother Elizabeth (b1816 at Brigsley). In 1851 they were living at High Thorpe, Cleethorpes, with their six children (1851 Census HO107/2113/58, page 55). By 1861 Henry was a 17-year-old apprentice on the fishing smack 'Wings of the Morning' (1861 Census RG9/4443/176, page 1), and in June 1864 he had married Mary Baker (BDM, marriages, Caistor Vol 7a, page 1324).

He had set up home at 4 Ludbold Terrace, High Gate, Cleethorpes by 1871 with his wife and two boys Henry (7) and Arthur (2) (1871 Census RG10/3415/103, page 29). Ten years later he was still at High Gate and son Henry, now 17, had become a fisherman, whilst his brother Arthur, then 12, had been joined by sisters Alma (4) and Alice (1) (1881 Census RG11/3274/50 page 28).

They were still in High Gate in 1891, occupying a house called 'Thrunstoe', and Henry Croft, then 47, was listed as being employed as a fisherman. Two more children had been added to the family by then; George (10) and Elsie, aged 6, but Henry had now left. He had married Ada Grant about March 1890 (BDM, marriages, Caistor Vol 7a, page 824) and the following year we find him in Cambridge Street, Cleethorpes with his 2-month-old daughter Daisy (1897 Census RG12/2619/110, page 34). Ada Grant was the daughter of a fellow fisherman who we will hear about later, but by 1901 the family was residing, as we have seen, in 'Daisy Villa'.

Part of the problem of keeping track of Henry and his family was the fluidity of his name. He preferred to be identified as Croft until his marriage in 1890, where he is listed in the documents as Croft Baker, but in the Census enumerators records of 1891 he is still Henry Croft. That changed in the 1901 Census listing where he was identified as Croft Baker, but in other documents he appears as H. C. Baker or H. Croft-Baker.

This was the period when he was establishing the family trawler empire and he had entered into partnership with neighbouring fisherman William Grant, the father of Ada, Henry's wife, and in Bennett's Business Directory for 1912, H. C. Baker and W. Grant were listed as steam trawler owners, Grimsby Fish Docks (p127).

One of their fleet was the steam trawler 'Brisbane' which they had built at Hull in 1903. This boat was later requisitioned by the Royal Navy for duties in the First World War, but sold after the end of hostilities by A. Grant and the trawler lasted in service until being scrapped in 1954. William Grant had been listed on his own in the 1900 Kelly's as a steam trawler owner and fish salesman based at Grimsby Fish Dock (p254), but earlier in the Kelly's for 1892, he was listed as a smack owner in partnership with a Thomas Sleight, so the partnership with Baker occurred between 1892 and 1903.

There also must be reservations as to the accuracy of individual...
identity. At this time the Crofts, Bakers, Grants and Sleights were all developing family businesses, with many of them being close neighbours in Cleethorpes, which resulted in marriage links and business partnerships being forged.

Keeping track of an individual, where the Christian name is omitted or is the same for a number of family members, requires more detailed research. For example if you examine the 1861 census Mary Baker, later Croft, was living with her mother Elizabeth, their fisherman father having recently died, and next door was the family of Nicholson Croft, fisherman and captain of a smack, and father to Henry. Two doors away was fisherman Robert and Ann Grant with a large family. Four doors away lived fisherman and owner of a smack Samuel Croft and five doors down fisherman Joseph Sleight with his large family, and so it went on.

However, Henry Croft senior can be firmly identified in the 1892 directory as a master mariner, living at 47 Highgate, with Henry Croft junior, also as a master mariner, living at Mill Road (Kelly p118). Henry Croft senior, died June 1912, aged 67 (BMD), deaths, Caistor Vol 7a, page 630), whilst his wife Mary Croft, survived until March 1926, dying at the age of 79 (BMD, deaths, Grimsby Vol 7a, page 701). His children continued his company. I believe that it was Henry Croft junior who adopted the name Croft-Baker and the term “manager of fishing vessels” that was used for him in the 1901 Census indicates that he was working for a fishing company. This may have been William Grant who was listed as a trawler owner and fish salesman at Grimsby and master mariner, living at Rugby Cottage, Mill Road, Cleethorpes, whilst there was also a John Grant listed as a steam trawler owner at Grimsby, all under Kelly’s Grimsby directory for 1900 (pp 135 and 254).

The directories reflect the growth of these businesses, as illustrated within Bennett’s 1912 directory, mentioned above, and in the Kelly’s Directory for 1913 when the firm of Grant and Baker Steam Fishing Co Ltd was listed at Grimsby (p 271). Again, in the Lincoln, Grimsby and District Trade Directory for 1915/16, H. C. Baker of ‘Daisy Villas’, Cleethorpes, was described as a steam trawler owner and his firm appeared as the Grant-Baker Steam Shipping Co Ltd (pp 81/83).

One of the largest fishing companies in Grimsby

By 1924 Henry had acquired a new business partner and was trading as Baker and Green, steam trawler owners, with a telephone number of 1928 (MacDonald’s Directory p1617). This may have happened a few years earlier as the Kelly’s Directory for 1919 has Baker and Green listed as fish merchants in Cross Street, Grimsby (p246).

Baker and Green were running their trawler business from Auckland Road by 1926, with a telephone number of 3018. This was the same address and telephone number for the Savoy Steam Fishing Co Ltd, which may have been linked. Also in this directory William Grant and Sons, steam trawler owners and The William Grant Steam Fishing Co Ltd, fish merchants, with registered offices in Fish Dock Road, Grimsby, are listed (Kelly pp253, 263, 275 and 276).

By the late 1920s the fleets of the Sleights and Croft-Bakers were combined to form one of the largest fishing companies in Grimsby. George Frederick Sleight was the most prominent figure of this family, born in the nearby village of Weelsby on 26 March 1853. He had begun his career in the fishing industry as a cockle gatherer and through entrepreneurial skill amassed over 60 steam trawlers to become one of the largest fleets in the country.

Knighted in 1918 for services to his country in maintaining fish supplies during World War One, he gained a Barony in 1920. He died at Weelsby Hall in March 1921, at the age of 68 (Raymond Forward web page on the Sleights of Cleethorpes and Grimsby). The combined firm traded as H. Croft Baker and Sons Ltd until around 1957 when it was taken over by the Ross Group (Ledgers and accounts 1939-1957, North East Lincolnshire Archives, Ref X14).

One of their last motor trawlers had been the ‘Joseph Knibb’ and had been built by Cochrane and Son of Selby in 1955, which was one of the vessels passed on to the Ross enterprise, a company that became absorbed into British United Trawlers in 1987.

Councillors and magistrates

It was very common for the members of successful family businesses to take an active role within their community, not only to improve their social standing but also to hand something back to that community, helping shape the world around them, and these families were no exception. William Grant and Alfred Sleight had become local councillors by 1900 (Kelly p 135), and Henry Croft-Baker, of The Rockery joined them as a councillor for the Cleethorpes Central Ward by 1913, whilst W. Grant of Mill Road represented South Ward (Kelly p144). Both had become JP’s by 1913, as had George Frederick.
Sleight of Woolsby Hall (Kelly pp 144 and 252).

Interestingly Kelly's 1919 directory has Henry (junior) living at The Rookery, and also residing at Lynwood Manor at Market Rasen. Henry Croft-Baker and his wife were both County Magistrates by 1926, dealing with the Grimsby Petty Sessions; also they were still at The Rookery. With them, on the bench, was William Grant, then living at 'The Mount' in Mill Road, and he had also gained an OBE by that time (Kelly p245). William was also Chairman of Cleethorpes sub-committee of the Lindsey Local Pension Committee (p144).

Harold Baker was living at 'Wendaye', Taylor's Avenue, Cleethorpes, by November 1926 and was still there in 1933 (NEL Archives, 53/ 601/ E/ 281). Also in 1926, Jack Croft-Baker was at 7 Queen's Parade and Sydney was at No 5 (Kelly p138), and plans for alterations to 5 Queens Parade were lodged by Mrs A. Croft-Baker in May 1947 (NEL Archive 53/ 601/ E/ 663). It is also interesting to find that 'Daisy Villas' was still within the family in 1926 as it was then occupied by Charles Albert Grant, and in all, seven members of the Grant family were still to be found in Mill Road at that time. Finally, searching through more recent directories, Ada Croft-Baker was still living at 5 Queens Parade, Cleethorpes, in 1960, but not found there by 1964 (Fletcher's Directory for Grimsby and Cleethorpes p507).

This is a rough history and the links outlined above still need to be checked, especially given the close interaction between these families. This story does partly reflect the impressive growth of the Grimsby fish industry from the 1870s to the 1970s, and the wealth and influence it generated. It also hints as to how they were influencing local and national, even international politics, given the impact of the 'Cod Wars'. Such a study sets out the question for a more detailed look at how these families and individuals became able to generate that wealth and influence, and examine the energy and determination to enable them to succeed, as well as how they identified the opportuni-
ties and explored these to such good effect.

Alongside this development is another and that is the infrastructure that supported the growth of the fishing and shipping industry, an infrastructure that can be seen in the massive expansion of the Grimsby Cleethorpes area, and is yet a further fascinating story.

Visit Fishing Heritage Centre

To see the endurance, dangers and disasters that imperilled the fishermen of Grimsby visit Fishing Heritage Centre, Alexandra Dock, Grimsby, DN31 1UZ. November—April opening times are Monday to Friday 10am—4pm, Saturday and Sunday 11am—3pm (except 25 December, 26 December and 1 January). It is an excellent display, leaving the visitor in no doubt about what a hard life the fishing industry was. You will not be disappointed.

The centenary of old age pensions

State pensions were first paid to the elderly on 1 January 1909. More than 550,000 people across the country qualified for a maximum weekly payment of five shillings.

In Lincoln the Old Age Pension Sub-Committee responsible for the allocation of pensions received 501 applications. Those who had weekly income of eight shillings or less (399 applicants) were approved at 5/- per week. A further 59 received smaller weekly sums according to their existing income. Forty-three were declined any pension because the applicant was either in receipt of parochial relief, had income exceeding £31.10 p.a., or was in prison.

Payments were made every Friday through the local post office. Each pensioner was issued with a booklet of twenty-five tear-out vouchers, the colour of the booklet varying according to the amount of the pension.

The new Lincoln OAPs gathered at the Drill Hall at the invitation of the Mayor and Mayoress of Lincoln on 1 January 1909 for tea and entertainment. "A sumptuous repast" was provided at a quarter to five, consisting of ham and beef; plum, brown and white bread and butter; pastry, cakes, and jellies.

At the top table were the Mayor, Bishop of Lincoln, Dean of Lincoln, nine city councillors, three aldermen, the ex-mayor, city surveyor, gasworks manager, town clerk and waterworks engineer.

Several speeches were given by the principal guests. The musical programme which concluded the evening included songs, piano solos and music from the Malleable band.

The new pension arrangements led to the local branch of the Oddfellows considering a reduction in the pensions they were awarding to members. Similar discussions were held by the Lincoln Poor Law Guardians.

The Lincolnshire Chronicle reported the impact of the new pensions in the local villages. At Collingham, just over the county border, we are told that "the first old age pensioner, a man, was waiting on the doorstep before the post office opened, anxiously killing time until the precious document [pension voucher] could be transformed into hard cash." (He was one of forty-nine pensioners in the village, all are reported to have visited the post office before noon.)

The Daily Express recorded two sad incidents: Mrs Mary Burrows of Horncastle was found dead in bed in the morning of 2 January. She had made arrangements to draw her first pension on the previous day.

Emmanuel Hawthorne of Spalding drew his pension and dropped dead when he returned home; it is supposed that the excitement acted on a weak heart.

NOTESANDQUERIES74TWO

Windmill graffiti in churches

Re: Notes & Queries 72.4 in Lincolnshire Past & Present Summer 2008. I read this item with great interest, since at St Denys' Sleaford, we also have what could be a windmill carved on the south wall of the chancel behind what are known (incorrectly) as the 'canons' stalls'. It is traditionally thought to be a graffiti of a windmill (although an alternative suggestion of a cross has been put forward). It is not as clear as or detailed as those from Thornton Abbey or St James's, Aslackby. It is difficult to date. A possible pointer might be the 'inscription' to the bottom right of the windmill. In style it resembles some of the 17th century graffiti on the back of Maximillian Colt's Edward Carre monument to the right of the rood screen. It seems to read 'BR:IRIDDB'—an interpretation would be welcome! Other graffiti in the chancel include: possibly a sketch of the church below the easternmost windows on the north side; and an inscription in tiny medieval script, along with Roman numerals [a stonemason's account?] on the wall to the left of the high altar.

Douglas Hoare
Once the pioneering work of draining the fenland marshes and turning the rich soils then exposed into valuable farmland was completed, the largely itinerant ‘navvies’ moved on to build canals and then railways. Left behind were the weather and the ‘locals’. Of course the former immediately started to do its best to return the newly won landscape back to marshland again and the latter had to devote increasingly valuable working hours to prevent it from doing so.

Much has been written and otherwise recorded telling the story of the windmill scoop-wheel pumps, the shaft driven pumps which replaced them, the diesel pumping stations and today’s electrically powered machinery, all of which in their turn have kept the water in check. Little, however, has been devoted to the ongoing story of how the watercourses themselves have been maintained. Left to their own devices, drains soon silt up and become choked with reeds; banks either collapse or become overgrown. Better flood control also calls for higher banks and the cutting of new drains.

Until the latter half of the nineteenth century the ‘banksman’ had little to help him beyond his pick, shovel, scythe, rake, barrow and his horse and cart. There is evidence to show that the muscle power of either man or horse was frequently used to drag crude scoops and rakes through the deeper water, but the banks themselves had to be fashioned with hard tools. Needless to say, Leonardo da Vinci sketched out a mechanical excavator, but like most of his ideas it never left the drawing board.

The Draglines: Steam and Diesel

Thanks to Watt and the other pioneers of the steam age, the steam crane came into being, first into industry, commerce and civil engineering. Later, at work on the fenland drains, the skip crane could help a banksman heave his diggings over the bank and onto
the adjacent fields, but he still had to fill the skip by hand. The idea of using the crane machinery to get the skip to fill itself was the next idea. Like most basic ideas of a similar nature, it is not clear whether the breakthrough originated in Europe or America.

Whichever it was, if the skip was attached to two ropes, one to lift it vertically and the other to drag it horizontally, the crane driver could not only fill the skip but also lift it and swing it over the bank and empty the load.

From such simple beginnings gradually emerged the “Dragline” excavator. It still had a long way to go before it could emulate the accuracy of a good banksman, but at least it could do much of the donkey work.

Just as the basic machinery of the steam crane evolved in the course of time into the crawler mounted steam digger or “face shovel”, as it came to be known, parallel development of that same machinery evolved into the steam dragline. It was in the design and development of the original skip into the dragline bucket that the most progress was made however.

The base machine now sported a long “jib” or “boom” (seafaring nations favoured the former term, whereas the Dutch influence in the States favoured “boom” from the Dutch word for “tree”—yes, the first jibs and booms were made of wood!)

By the end of the nineteenth century there were many quite respectable versions of the drag-
line concept on both sides of the Atlantic. In Britain the pioneers were Rushton of Lincoln and Priestman of Hull. In the US there were many manufacturers with similar enterprise, many of whom eventually amalgamated into the Bucyrus Group of companies. Rustons already had a world-wide reputation for their face shovels and these were well developed into an equivalent range of draglines.

The early decades of the twentieth century had seen these increasingly likely to be crawler mounted (the early machines mostly ran on rails). Then came the diesel engine, so prestigiously pioneered and developed by the Rushton group, which had an immediate beneficial impact on the dragline ranges. These machines were not only sold all over the world but were increasingly used in waterway construction and maintenance in the British Fenlands and the Low Countries.

With the formation of Rushton Bucyrus in 1930, "RB" machines were as prolific as the JCBs of today, and every drainage board had its fleet of 10-RBs, 19-RBs, 22-RBs and bigger, together with almost as many Priestman Cubs and other Priestman equivalents.

The windmill sails that had once peppered the fenland skyline were now replaced by a new phenomenon. Huge dragline booms swung round in endless working cycles, accompanied by the rumbles of engines and machinery, the squeal of clutches and brakes, the rattle of digging chains and splash of buckets in the water of the drains.

These "clutch and cable" draglines were an integral part of the fenland agricultural scene for most of the twentieth century, only giving way to the long reach hydraulic "back hoe" a few decades ago. Whereas the former have direct associations with the local industrial heritage (Ruston Bucyrus in Lincoln and Priestman Bros in Hull), present day hydraulic machines have no such association.

*simple, robust, reliable and resistant to abuse and neglect*

These draglines had evolved into highly efficient machines but, like many such inventions of the time, were highly dependent upon the skilled operational and maintenance personnel.

*most draglines inevitably became "she", whilst their modern replacements are usually referred to as "it"*

The fact is that, once delivered to their place of work, which was frequently many miles away from main roads, they had to work in all weathers with little resort to the "service van" backup which now accompanies so much of the mechanical plant of today.

Mechanically speaking, they were simple, robust, reliable and resistant to abuse and neglect. They could be left miles from anywhere for months on end and started with the minimum of fuss. In most cases they became beloved of their drivers. Most draglines inevitably became "she", whilst their modern replacements are usually referred to as "it".

Invariably the drivers were twentieth century "ploppers", as the fenlanders proudly claim to be. Their fathers and grandfathers would have been the valued "horsemen" of earlier ages, with a mechanical bent to add to their ingrained rural attitudes.

Their work would be carried out with economy of action and if things went wrong they were natural "fixits".

The working cycle of the dragline in the hands of a skilled operator looks oh so simple, but it is a bullet of co-ordination and instant judgement. It is knowing just how to set up the clutches and brakes; how to adjust the length of chains and ropes and where and how they should be attached to the bucket for given and changing working conditions; how to evaluate what needs to be done to achieve the end result; how to anticipate and avoid the possibility of danger to man and machine; and how to work for days on end, perhaps without supervision and no other company beyond skylarks and the occasional banksman.

Both the men and the old dragline machines have now almost completely disappeared, but there are still a few jobs that even the longest reach hydraulic cannot manage.

*dragline heritage centre*

In any case, neither the men nor their machines should be forgotten. They were both significant threads in the Fenland Tapestry.

Surely the time has come for us to have a Dragline Heritage Centre down in the fens, where this important work can be chronicled and recorded along with a good display of surviving machines.
Can any reader help Ronald Price? He writes:

About three years ago I was approached on behalf of the Isthmian Football League, at one time the top amateur league in southern England, with the medal [pictured right—top] seeking further information.

Nothing materialised and I since relocated to Lincoln where two weeks ago (September 2008) I found a mention in the Lincolnshire Echo.

I've since followed up at Skegness Library (as they played in the 1931 Final) and then we discovered the badge on the medal has similarities with the present arms of Louth Town Council. [Pictured right—bottom]

The first known winners of the cup were Louth Swifts in 1905/6, which was also the season the Isthmian League was founded.

Having followed through to the Second World War, 1931 is the last mention in the Skegness Standard. The cup was described as similar to a coffee urn in a 1923 report.

The original Isthmian Games were a similar festival to the Olympic Games held on the Isthmus of Corinth in ancient Greece.

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This font was photographed by Carlton of Hornsea, but of course it may not necessarily be a Lincolnshire font.

The church wall shown is brick, so one assumes a medieval font moved into a later church.

The panel facing us depicts two angels covering or perhaps uncovering a body in a shroud. The card is unused, but of early 20th century type.

Hilary Healey
Towards the end of 2007 and during 2008 a "hoard" of lead tokens has appeared on the coin market, all emanating it would seem from dealers located in Lincolnshire.

There are at least eight different types so far seen and these were described by the dealers handling them as "Lincolnshire hop tokens from the 1930s or 1940s".

All of the companies whose names appear on the tokens except one were genuine Lincolnshire companies and still survive today, although the successors to some of them have changed their names.

The one exception is the Skeggy Filling Station Limited, which has not been traced, although it is assumed that it was located either in Skegness or very close by.

The tokens are each 38mm to 40mm diameter and plain on the reverse. The production of these tokens in lead would have been quite easy in a small workshop equipped with a small fly-press. The dies have been produced by using genuine company seals of the companies named, to which have been added various spurious lettering stamped on to the surface to give a false idea of their use. The existing companies that have answered my queries about these tokens know nothing of their production or use.

One company, however, was able to provide the earliest possible date for their production. The company of N. B. Stovin and Son Limited only existed under that name for a short while at the beginning of the nineteen sixties, although the sign for the company did remain at the farm entrance for some time after they changed their name.

In total perhaps as many as one hundred of the tokens have appeared on the market so far, but the reason why anyone would wish to produce them in the first place remains a mystery.

Hops have never, as far as I can discover, been grown as a commercial crop in Lincolnshire so that the offer of "Lincolnshire hop tokens" would be immediately suspect to any potential collector, and who would want only one gallon of fuel?

Also it seems unlikely that this venture would have proved a money making enterprise as the pieces have in practice proved difficult to sell to collectors.

All of the examples seen are "as struck", which may mean that this "hoard" has lain in someone's drawer since the nineteen sixties, or they may be more modern productions, and therefore we may expect more types to surface in the future. Is anyone able to shed any light on these fakes?

John T. Turner

SIX EXAMPLES OF FAKE LINCOLNSHIRE TOKENS THAT NAME THE FOLLOWING COMPANIES:

1. N. B. STOVIN AND SON LIMITED, CLAYTHORPE, LINCOLNSHIRE
2. FULSTOW BROILERS LIMITED, FUSTOW, LINCOLNSHIRE
3. HALLINGTON FARMING COMPANY LIMITED, HALLINGTON, LINCOLNSHIRE
4. SKEGGY FILLING STATION LIMITED, LINCOLNSHIRE (SKEGNESS)
5. MANOR FARM SOUTH (THORESBY) LIMITED, SOUTH THORESBY, LINCOLNSHIRE
6. GEORGE READ (FARMERS) LIMITED, LINCOLNSHIRE (EDLINGTON)
When we think of the weather (which we frequently do) we not only take stock of the present conditions, but we are also liable to express the opinion that ‘it was never like this when we were young’. For centuries, I suppose, we have always felt that this was so, in spite of the fact that on the whole a good year had usually made up for a bad year and things tended to even out in the long run. Weather history was limited to long term trends and such things as the ‘mini ice age’ of the seventeenth century.

Unfortunately, our present ‘climate change’ seems to be with us whether we like it or not – or whether we believe it or not! There seems to be no doubt that it was indeed never like this when we were young and what happened then is just as much of our recent past history as the buildings and people who are no longer with us.

Take SNOW for example. In spite of the persistent belief that we always used to have ‘White Christmases’, they were in fact pretty rare, but for all that we could confidently include a toboggan in the Christmas present list, as a good covering was almost guaranteed in January. All over the county slopes like South Park in Lincoln or Hall’s Hill in Grantham, together with every village in the Wolds, would ring with voices of all ages for days or even weeks on end. We used to enjoy cross country skiing, when we could get up into the Wolds.
Gravity was king!

Farmwives would stock up against their village being snowed in for weeks on end, and the RAF was known to drop fodder to isolated farms. In the 1930s, when I lived on London Road in Grantham, I regularly helped in clearing the snow off the pavement in front of our house. (Householders were compelled by law to clear and salt their bit of pavement.) Piles of snow five feet high would accumulate in the gutters, to which the snow avalanching off roofs would be added — how many houses today have snow fences along their gutters? Periodically, the unemployed (who again had to use the dole) would heap these now grimy piles into carts which would off load them onto even bigger heaps along the banks of the Witham to await the thaw.

Later, when we came to live in Bramston, we remember that glorious sunny day when all the roads out of the village were blocked with four and five foot snow drifts. The whole village declared a holiday. Sledges, trays, plastic sheets and flying bodies of all ages covered every available slope, and my wife and I took the Meals on Wheels dinners round on our big sledge.

Today we are lucky to get a few inches and an hour or two’s fun before it all melts miserably away. Furthermore, it never lasts long enough and deep enough for us to get used to it. Result: the vast proportion of the driving population of today has more or less completely lost “snow sense”. Three inches of the stuff and the whole country grinds to a halt. Remember snow chains and the shovels and sacks you used to put in the boot from New Year onwards?

Many of the old saws regarding RAIN will have to be rewritten. This year it was “January Fildyke”, last year it was “July Fildyke”. Regularly now it is “March’s Showers that bring April Flowers” but at the rate we are going, even this may have to be rewritten shortly. We had our first aconites in December, and in mid January a humblebee was working a burgenio blossom, which brings us to TEMPERATURE. We old ‘uns have a good laugh when the forecasters say we are in for a ‘bitingly cold night down to minus three’. Thirty or forty years ago, that would have been a relatively mild night for January. Mind you, anything “over eighty” in July or August used to be a heat wave.

When temperatures dropped and stayed down for days and weeks on end, the resulting ICE was perhaps a different problem, rather than a greater problem. There were fewer vehicles, and more drivers with icy road experience, but it was off-road where the fun began — and I mean Fun. The family collection of skates would be brought up from the shed, and the
ice tested on the Grantham Canal, the Brayford in Lincoln and countless other potential playgrounds across the county. The 'wireless' would announce that the Cowbit Marsh would again stage the National Speed Skating Championships which would appear in the Gaumont British or Pathe News the next time we went to the 'flacks'.

Of course all that snow and ice had locked up a lot of H2O and when at last spring arrived and the resulting dirty slush had to go somewhere, those same newsreel cameras were up in the air over the fens showing square miles of flooded fenland.

Today the various flood water holding areas such as those at Branston Island and those upstream on the Brant/Witham and Till flood planes (and elsewhere in the county) do an excellent job of evening the flow and protecting Lincoln, Boston and the lower reaches of the Witham.

**Grantham was a notorious fog pocket**

I can't finish without mentioning **FOG** - real fog, not today's white wispy stuff that slows you down from sixty to forty, which you never allow time for and expect to get to work at the same time as yesterday. Thanks to the virtual disappearance of the coal fire and smoky exhausts, real fog is a rarity.

When you lost your bearings half way across a familiar street and bumped into someone similarly lost, you consoled each other with 'It's a bit murky tonight, isn't it'.

Back in Grantham, a notorious fog pocket in those days, a boy could earn a whole sixpence (roughly equivalent to a factory worker's pay for half an hour's work) by going to the top of Gonnerby Hill and leading a lorry on its way to London, through the town and up Spittlegate Hill to the cleaner air beyond.

The next time you crawl back into your centrally heated, double glazed, roof-insulated and wall-insulated home and your wife complains that you are ten minutes late and are dropping a flake or two of snow on her wall to wall carpet, spare a thought for those hearty yellow bellies half a century ago who had none of these, but plenty of Lincolnshire's Weather Past but no longer Present.

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**Obituaries**

**PHILIP TOWELL**

Philip Towell, of Boston, who died early in 2008, discovered SLHA quite late in life, but attended meetings and events with great enthusiasm, although he had been ill more recently. A member of what was once a major timber importing family he was champion of all things Boston and was at different times an active secretary of Boston Concert Club, the Boston Preservation Trust, and the Friends of Boston Parish Church. One of his triumphs was engaging the London Philharmonic Orchestra, with Sir Adrian Boult, to perform in Boston Stump in ?1960s. I imagine that he was a member of the original Boston Film Society and he became a keen sound and film recorder as well as one of the first people locally to take an interest in saving old films and film clips of Lincolnshire and Boston interest. Some recordings he made of old Bostonians are in Boston library.

_Hilary Healey_

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**PAT JAKES**

Patricia Jakes, of Long Sutton, who has also died, was a member from the 1960s, when she took part in excavations on the medieval salt making site at Bicker Haven. She was a keen attendee at the many WEA, SLHA and CBA meetings, classes and courses in the area, and was always noting down and forwarding little snippets of historical information, several of which were published in *Lincolnshire Past & Present*, including the account of an early 19th century sheep bone floor at Long Sutton, written jointly with Beryl Jackson (Lincolnshire Past & Present No 17, Autumn 1994 p21, 'Sheep Bone Floor in Summer House at Avenue Farm, Sutton Bridge'). It was Pat who drew my attention, after we used the Sleaford sugar beet ceramic tile on our contents page, to the fact that an almost identical tile at a sugar beet factory appeared in the Stephen Fry episode of *Who Do You Think You Are?* on BBC television.

_Hilary Healey_
Recovering from WW2

A report circulated with the first issue of 'The Lincolnshire Historian' 1947

The Lincolnshire Local History Society suffered during the war from a variety of reasons. There was a shortage of paper, shortage of personnel, and lack of funding, among others. The report on the work of the Society printed in June 1947 pays tribute to the stalwarts who kept the Society afloat. Some actually paid for newsletters, postage and other expenses. To quote from the report:

"First, a word of thanks is due to Mr B. C. Duddles, the Hon. Secretary, and to the other Officers and members of the Executive Committee and Editorial Board (in future to be known as the Publications Sub-Committee), together with Mr E. W. Brooks, Editor of 'The Lincolnshire Historian', for the work they have undertaken to keep the Society in being. The General Secretary is also indebted to Mrs Brooks for valued assistance with the accounts. Secondly, it is much appreciated that so many members have maintained their subscriptions in spite of the reduced services the Society could offer. Thanks to this generosity the financial position is much more satisfactory than was customary before the war. In 1938 the Society was in debt to the extent of £13. At the close of the financial year 1945/46 the audited accounts, a copy of which is attached, show a credit balance of £128 14s. 7d. Thirdly, thanks are due to the Rev. P. B. G. Binnall, who has undertaken the post of Editor of 'The Lincolnshire Historian', the Society's new publication, and to the members of the Executive Committee who have accepted office since the last published Report: Miss Barlow of Gainsborough; Mr K. Gent of Louth; Rev. P. B. G. Binnall of Barkwith; Mr T. H. Swales of Skegness; Mrs J. Varley of Lincoln; Rev. A. L. Hopkins and Mr H. C. Morris of Boston, and Captain Cragg of Thirskingham. The last three were added when, at the last Annual Meeting it was resolved to extend the scope of the Society officially as well as in practice, to cover Kesteven and Holland and to substitute Lincolnshire for Lindsey in its title."

After reporting on day, weekend and week long courses, there is a statement on gifts received:

"Mr P. Oyer of Woodhall Spa presented a collection of 'Byegones' to the Society in 1942, and this has been added to at intervals by members and friends. It is hoped that eventually the Society may establish a County Folklore Museum. In the meantime the byegones have been lent to various individuals and bodies to stimulate an interest in the subject and Mrs Rudder was in charge of them when they formed a part of a successful Women's Institute Exhibition of "Treasures of the Past" held at Louth Town Hall in April 1947."

Another gift of great value is the records of Stubton Estate, received from the Executors of the late Sir Edmund Royds, Bart. When these have been sorted and catalogued, work in which it is hoped to enlist the voluntary service of interested members, these records will form an important addition to the material available for the use of local history students."

The final paragraph is fully relevant today:

"For the encouragement of all who are interested in Local History, this brief report may well conclude with the following exhortation written in the very early days of the Society by its first Hon. Secretary, Mr L. G. H. Lee: 'Do not procrastinate, but overcome any natural reluctance to make a commencement and if need be give a lead. Be assured that in such work may be found both great and increasing pleasure. Perhaps some centuries hence future students, none marveling that you thought the simple annals of your parish worth recording, will turn over your time-stained pages with satisfaction and gratitude.'"

The report was circulated with the first issue of 'The Lincolnshire Historian', an A5 publication running to 40 pages.

100FT DOWN, THE CAPITAL'S COLD WAR WARREN GIVES UP ITS FINAL SECRETS

Neil Preston of Trowbridge, Wiltshire, sent a cutting from The Guardian of 18 October 2008. It describes an underground bombproof complex below High Holborn and Chancery Lane, London, built as a Second World War air raid shelter and taken over by MI6 during the Cold War. It remained secret or semi-secret for many years until BT the latest owner recently put it up for sale. The reason why Neil thought it would be of interest to us is a section in the text about equipment: "— including the original 1940s generators built in Lincoln, some still running yesterday." A small but important reference!
This section aims to include as many short reviews of recently published books as possible. Unsigned reviews have been provided by the Reviews Editor. In the Bulletin, there will be found a list of titles newly notified and of which, it is hoped, reviews will be provided later. Many of these titles are available in the Society's Bookshop, Steep Hill, Lincoln.


The publishers have become well-known for issuing books on shorter branch or sections of railways for many years. For those of us brought up on the Southern they have been a great resource for steam enthusiasts particularly. Although the series has spread outwards it is only now reaching further north and east to reach the edges of the county. This volume has a brief but detailed section on the history and changes of the line which is followed by the bulk of the book. That takes us on a very detailed and fully illustrated journey from Peterborough through Eye and into the country through Ferry and Tydd stations to Sutton Bridge, then eastwards into Norfolk to King's Lynn. The very full captions give a great deal of information on the line and what each picture shows, though one may need a magnifying glass to spot some of the details noted. Loads of Ordnance Survey large-scale maps round off a very welcome publication.


At the outset, a declaration of interest is necessary. I supervised the author's undergraduate dissertation on this subject several years ago.

Ray Bell is well placed to write the history of the Heckington Show, having attended the event regularly since the mid-1930s. He has served on the Show Committee as Cycling Secretary for 30 years. This has given him access to a wide array of primary sources and personal testimonies, which he uses to good effect.

The book advances the thesis that, since its first staging in 1863, the Heckington Show has progressed through three distinct phases, punctuated by transitional periods of crisis. Each phase was marked by the village's dominant social group taking ownership of the Show. Initially, the influence of the landed elite was strongest. By 1900, however, the mantle had passed to the settlement's middle sort, most notably its farming families and tradespeople. Ray Bell and his interviewees are particularly critical of the role played by the 'old guard' committee during the early 1960s, when the Show effectively died, apparently owing to lack of interest. A new committee was set up, reflective of the differing social backgrounds and varied interests of the village's inhabitants and the revived Show was staged in 1965, targeted more widely so as to appeal to a family audience. Ray Bell suggests frankly that the Show may face significant challenges ahead, partly because of the ongoing concerns about the availability of suitable land upon which to stage it.

The social and cultural history of the Show is a fascinating one and offers the opportunity to explore the changing nature of rural Lincolnshire life. This book takes up the challenge, though in places the structure needed clearer signposting. Rather more extensive editing would also have enhanced the work.

Despite these minor reservations, this is a stimulating record of a village show which reflects
the enthusiasm of its author. For anyone with an interest in Heckington and its show, the work is to be recommended.

Dr Andrew Walker, University of Lincoln

BRASSINGTON, Marion, and others]. A guide to the stained glass windows in St Mary & St Nicolas church, Spalding: by Marion Brassington with Roger Seal and Alison Cole. [Spalding Parochial Church Council, 2008]. 42pp. ISBN 978 0 9509425 3 7. £3.25 pbk (or £3.80 by post from Ronald Stanley, 36 Clythall Drive, Spalding PE11 2FB).

This short booklet deals with 20 windows in the church. Each double page spread has a colour photo of the window, facing notes on its religious significance, who was responsible for its creation, designers and manufacturers and smaller details within the glass. The colour photography is excellent and the whole is well researched and produced.

CROOK, Ruth and JEFFERIES, Barbara. The history of Gonerby Hill Foot and its school. [No publisher given], 2008. 100pp. No ISBN. £5 pbk (or £5.60 by post from Mrs Buck, c/o Gonerby Hill Foot CE Primary School, Grantham NG31 8HQ). This well-written book does what the title says. To celebrate its centenary year, it covers the school’s development from one large room divided into three smaller rooms with a headmistress, two assistants and 84 children to the present day with 23 staff. I could not count all the children in the picture spanning pages 96-7). The first 39 pages also cover such topics as illness at school, educational standards with short notes on the earlier staff and also those children lost in WW1. The next 30 pages take us on a tour of the village, notes on its early history and its notable people and a complete copy of the 1901 census data. The last pages deal with past teachers with lots of pictures of staff and children. Included are black and white illustrations though many are hard to decipher but the production values are otherwise excellent.


The result of a project in oral history undertaken by several members of the SLHA this book brings vividly before us memories of the war at home in the county. Twenty contributors have given their accounts of what impinged most in their youth when faced with bombing, rationing and all sorts of other shortages and deprivations. Mrs Crust has skilfully woven all these differing voices into sequences, the topics covering: the start of the war, local activities (airfields, POWs, bombing), the effects of evacuation, the arrival of WAAFs and Land Army women, ARP, Home Guard units, fire watching and much more. A short final section concentrates on the good times that also kept breaking through. It is all very readable though leaving in the faulty history in some people’s memories may puzzle readers.


As the title suggests this is largely concerned with London’s history. One chapter, however, strays into ‘our’ territory, namely Dr Nigel Saul’s short piece (pp. 265-271) entitled ‘The medieval monuments of St Mary’s, Barton on Humber’.
books are, according to the jacket, designed for the historian, the enthusiast, the tourist and anyone with an interest in their local area. (I tick all four of those boxes.) The entries comprise a brief history of the airfield, its construction and use, including decoy sites; a comprehensive list of flying units with dates and aircraft types; a list of HQ units based there; details of memorials; maps and plans for almost every airfield; location details; and period photographs. From this list it will be clear that in Lincolnshire we have already been well served with information on our airfields, Terry Hancock’s Bomber County leading the field back in 1978. We also have airfield trails published by local authorities, West Lindsey and North Kesteven in particular, identifying, among other details, memorials. Where this book scores is that it brings the information all together.

I have not counted the airfields included in the book. There is no handy index or list of contents but all the sites in all the Counties are included alphabetically so it is easy to target a particular airfield. Suffice it to say that there are 347 pages and all the Lincolnshire sites, including those of the First World War, are included.

I have already made use of the Nottinghamshire and Cambridgeshire entries and I think that this book will be very useful for us all.

Stewart Squires, Nettleham LEASINGHAM WOMEN’S INSTITUTE, Leasingham in the twentieth century: oral village history project, 2005-2008, Leasingham WI, 2008, 119pp. ISBN 0 9536316 3 X. £8.50 hbk. (postage extra from Mrs S. Stevens, 3 Flaxwell Way, Leasingham, Sleaford NG34 8JR). Mrs Sheila Stevens in her introduction sets out the aims of the WI ladies – to show the changes that have taken place during the last 50 or 60 years. A very well researched opening section sets the historic scene before plunging into chapters dealing with religion, education, social and working activities and the effects of the war. Very finely printed and illustrated with maps and pictures of all sorts this is a model of what a village story should be. The hundreds of footnotes (and many tables) testify to the ladies’ researches in archives, books and newspapers and all enlivened with local peoples’ memories. I enjoyed seeing the timetable of a typical school day in 1943 – happy memories! And the pictures! A real gallery of older pictures and first class recent colour views of people and places – that of the church in the snow of 1986 on p. 27 is just one that is especially fine. A few ‘typos’ have crept in but in a production of this quality they are very minor.

MOTLEY, Joyce, and others. Spilsby medical men; compiled and edited by Joyce Motley, Wendy Smith [and] David Cartwright. Spilsby & District History Society, 2008. 110pp. NO ISBN. £8 pbk (or £11 by post from Mrs Wendy Smith, 12a Winston Road, Spilsby PE23 5HU).
This is not quite the book one might have expected. It is not a consecutive history of medical practice in Spilsbyshire but a collection of memories of the various doctors in the town. A useful time-line lists doctors from 1765 when the Hairby family began to provide medical services, which seem to have lasted for some 80 years. More research would perhaps have told us the relationships between the various Hairbys and their successors, the Collis, Barker and Collis Barker families. The first of the Walker family who came to prominence in the town and founded a dynasty of doctors was born in 1804 and the last of them retired in 1919; there are good pages and pictures of their final years of practice, including interesting tables of the notifiable diseases and causes of death from 1897 to 1915.

Much more detail is available for doctors of the last century and memories of the practitioners form a large part of the book. Everyone who played a part as nurse, midwife or doctor seems to be included even if some are only referred to in brief notes. Nicely illustrated it provides an interesting insight to one of the most important services any community can have; it points the way for other county researchers to follow.


The author is well-known for his books on Grantham, using the archives of the Grantham Journal to cover the town's history from the early nineteenth century. His first book in this new series was welcomed in these pages and now, using not only the newspaper's own photographic archive but also contributions from other photographers he leads us round the town to show how much has changed over the last 100 years. With more than 300 well-produced pictures and useful captions we get an excellent idea of the town's activities and social life. A new section recalls a large variety of famous visitors and the schools shown include many in the surrounding villages. Good value.


Mrs Royce and her associates are continuing to hit the mark, as evidenced by the issue of a new edition of one title and the publication of another volume. The format remains A4 size and the pages are full of well-produced photographs, family snapshots, bills and excerpts from old directories all designed to give a flavour of what life was like in earlier times and showing those who played their parts in these villages. Every type of topic and village activity is detailed here and these books are ideal for seekers of images that might have otherwise been lost, people from the areas concerned and all looking for a nostalgic trip. The compilers deserve success for their research and the pictures they have uncovered.


This engaging little booklet is the latest result of David Saunders's diligent investigations into the history of Caistor. It deals
with two quite different subjects. The first, and longest, is ‘Caistor 1810’, in which he aims to provide a picture of the town during that period, taken mainly from Churchwardens’ Accounts 1809-1810, and the Land Tax record for 1810. Topics include the Parish Church; the Matrons’ Meeting and Sunday Schools; Parish Officials; Defence; the House of Industry; Law and order; Methodism; the Patriotic Fund 1798; Enclosures; leisure; agriculture; education, and so on. As can be ascertained from this list, David Saunders has successfully achieved his aim.

The second part of this work deals with an interesting sidelight on the ‘home front’ in the Second World War: “The Caistor Well Wishers Knitting Party 1940 to 1945”, taken from minutes of meetings. This organisation was originally founded “to provide local men serving in His Majesty’s forces with knitted garments”. This aim was enlarged and modified as time went on, but members continued to work together for the welfare of forces’ members until the end of the war.

A minor criticism is that the enclosure map and photograph of the Knitting Party ladies have not reproduced well, but, otherwise, two more very interesting aspects of Caistor’s past are concisely presented in David Saunders’s customary meticulous and pleasing style.


The growing and processing of specialist crops is a fascinating subject, and one in which Lincolnshire has a rich history that deserves to be better known. This book is about one firm, Holland’s Distillery in Market Deeping, which was founded in the early nineteenth century mainly to distil peppermint and lavender oil from crops grown on its own land, but also produced essential oils from such plants as coriander, camomile, rosemary and a host of others, in much smaller quantities than the two main products.

The author covers every aspect of the business including its origins, the technology of the process, the nature and uses of the products, and a description of the equipment and buildings. The latter were let derelict for many decades and only demolished in 2006, surely a most unfortunate loss. There is also a wider look at the peppermint growing and distilling industry in the area around the Deepings, Holbeach and Peterborough as well as the subsequent history of Holland’s Distillery Ltd., as the business became, after it left the area.

A great variety of sources have been used, from the Wellcome Library to personal recollections of local people. A drawback is that the book is something of a hotchpotch of these, with the result that the narrative is a little disjointed and includes rather a lot of repetition. There is no contents page, index, or systematic notes of sources. This is forgivable in a book produced by a small local society, and it is a tribute to the depth and breadth of the author’s research to say that it would have deserved the help of a professional editor. A compensation is that there is an immediacy to the story, with the homely reality of local history research coming vividly out of the pages. The book almost smells of peppermint, and will fascinate anyone with a curiosity for the more unusual and specialised agricultural crops and industries.

Chris Padley

SKENDLEBY HERITAGE SOCIETY. The mystery of the Chapel of St James, Skendleby, Skendleby Heritage Society, 2008. 95pp. ISBN 0 9555631 4 8. £5 pbk (£6 by post from Jim Hoff, Grebsby Mill, Spilsby, PE23 5NT – cheques made payable to the Society).

The lost Chapel of St James was founded in 1140 as one of three 12th century Benedictine cells that were dependent on Bardney Abbey, others being the Chapel of St Mary Magdalene at Partney (excavated in 2003) and Hartshorne. The book tells the story of a community group working with professional archaeologists, metal detectorists and others to research, locate and excavate the chapel. As a record of the project it provides an excellent case study of what can be achieved, whilst invariably asking lots of questions.

Though a few “ecclesiastical looking” stones had surfaced over the years through routine ploughing, a farmer chanced upon some carved stones in 2003 whilst pond dredging. These stones were identified as 12th century in origin thereby creating the mystery in the title of the book. Skendleby Heritage Society was then estab
lized and obtained grant funding through the Local Heritage Initiative.

Recorded finds include a Neolithic polished stone hand axe, Anglo-Saxon strap ends, buckles, swivels and brooches, a lead ampulla with the shell symbol of St. James and a 13th century silver pin brooch declared as treasure trove. The book is scholarly, well-presented and clearly written. Comprehensively illustrated, it provides a preliminary insight into the layout of a small medieval chapel that formed part of a much larger complex of buildings, the site of which is now protected; though such sites are not uncommon (22 known in Lincolnshire), significantly, this book provides the first good indication of what an English minor monastery looked like.

*Dr Richard Smith, Bedford*

**TITLES APPEARING LATELY WITH MATTER OF COUNTY INTEREST INCLUDE:**

- **Hart, Vaughan. Sir John Vanbrugh: storyteller in stone.** (Yale UP, £35). His last architectural masterpiece was the west front of Grimsthorpe Castle.
- **Lord, Evelyn. The Hell-fire clubs.** (Yale UP, £19.99), which includes many references to Sir Francis Dashwood and his merry friends. The county connection is, of course, that he was responsible for creating Dunston Pillar Lighthouse on Lincoln Heath. Lady Dashwood owned Nocton House in the nineteenth century.
- **Skelton, Tim and Gildon, Gerald. Lutyens and the Great War.** (Francis Lincoln, £30). This study of Lutyens’ designs for war memorials has a chapter on that in Ayscoughfee Hall gardens in Spalding.

**NOTESANDQUERIES74SIX**

**Peace Leverton**

Thank you for publishing the ‘Peace’ letter in magazine No 70 (and my question ‘Peace Who?’), which brought us Chris Page’s response ‘Peace Declared!’ [as well as ‘A Further Peace’]. I was happy to submit the letter to the joint editors believing that it contained significant comment on the life and times of those young ladies in domestic service, which continued into my mother’s generation (born 1903) and was changed for ever by the Great War. Having learned Peace’s surname of course I looked her up and found that she was christened on 7 February 1875; she married Charles Robert West at St James Church, Grimsby, on 5 November 1906; (I haven’t found her death nor life).

She had the following siblings (ages shown for 1881): Mary Jane (19) born Stainfield (I guess the one east of Lincoln rather than the one north of Bourne); Fred. King (17) born Nettleham; Tom (15) born Beelsby; Betsy Elizabeth (12) Beelsby; Grace Alice (11) Beelsby; Mercy Maria (10) Beelsby; George Hareforth (7) born Thorangby; then Peace (aged 6) born back at Beelsby; Florence (4) Beelsby; and Ben (2) also Beelsby.

Perhaps there were more later! Poor Sarah, their mother (47 in 1881), was born at Binbrook, I wonder how she and Thomas Leverton might have met. Perhaps in Market Rasen, though how would they travel?

My own birth village is Great Limber – not so very far from Beelsby. I mention this only because Fred Leverton’s middle name – my mother’s maiden name was King and her father had a sister Sarah... was Sarah Leverton a King? Another bite of the bug to scratch!

*Brian Thornalley*

**NOTESANDQUERIES74SEVEN**

**Autumn mystery picture**

Hilary Heeler has more notes to add about the mystery farm picture that appeared in *Lincolnshire Past & Present* No. 73 (N&Q 73.2). Hilary says it was used in the 1992 Spring number of *Lincolnshire Past & Present* on page 16. It was the late Terence Leach’s and he said it came from an antiques centre. It may be from the south of the county [a sheet from the *Spalding Guardian* dated 1892 is pasted on the back] as the newspaper suggests. It is too faint to identify the building material, but it looks like stone, with the darker quoins etc on the house and outbuildings possibly being brick. This makes it less likely to be a fenland farm than further inland. What makes it difficult to identify is that there are many places that look similar!

**DOCTOR RENAME’S CRYPTIC AND PUNNING LINCOLNSHIRE PLACE NAMES QUIZ 2**

All clues should reveal a hamlet, village or town in the county: