CONTENTS

2 Summer Editorial
3 From penny-farthings to Daimlers ANNABEL CARLE with TONY WALL
8 Notes & Queries 76ONE
9 Sir Anthony Irby (1605-81) JOHN ALMOND
13 Notes & Queries 76TWO
14 Notes & Queries 76THREE, 76FOUR, 76FIVE
15 Beet-root distilleries in Lincolnshire CHRIS PAGE
18 Internet sources for Lincolnshire landscape history KEN REDMORE
19 Notes & Queries 76SIX
20 Bookshelf
23 Faces & Places, Notes & Queries 76SEVEN, 76EIGHT
24 FLARE PEARL WHEATLEY

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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 1LS. Articles may also be sent on disk (Microsoft
Word document) or as an email attachment to lindumcolonia@hotmail.com
Front cover: Irby Hall, Boston. From The History and Antiquities of Boston, Fitzwy Thompson, 1856
Back cover: Mrs C.W. Pennell driving her 18 h.p Durkopp car with her husband as passenger. Jessie Pennell is wearing a
hood that she had designed to protect her hat and hair
Summer’s here again along with many of the usual events in the county, including the Lincolnshire Show and Waddington International Air Show, which will have taken place by the time you read this. The weather has been fairly seasonal so far and now is a good time to get out to some of the museums and exhibitions the county has to offer. Just type Lincolnshire museums into a search engine and away you go.

More detailed sources of information on the internet – on Lincolnshire landscape history — are given by Ken Redmore in this issue; see page 23. As usual we have some interesting articles, thanks to our enthusiastic contributors. We keep in touch with old friends such as the Pennell family of Lincoln, and meet new ones like Sir Anthony Irby of Boston, a worthy but perhaps largely forgotten Lincolnshire knight. The county’s industrial history has been included with the story of a large, though short-lived, enterprise at Louth. A similar factory operated at Lincoln and perhaps we shall learn more of that in future issues.

We also meet SLIHA’s new chairman, and hear of an angelic display at St Mary’s Church, Horncastle — just one of the many events on offer in the county through the Heritage Open Days on 10 to 13 September.

This year marks the 200th anniversary of Alfred Tennyson’s birth in Lincolnshire, with a variety of events taking place in the county including at Lincoln, Louth, Alford and Grimsby. A new heritage trail will take you in search of the poet around East Lindsey and there are guided Wolds walks throughout the year. Find the whole list of events on the Lincolnshire County Council website or look under the Tennyson Society.

Finally, it is nice to know that our beaches won top marks for cleanliness this year. Have a good summer.

Ros Beever, Joint Editor
From Penny-Farthings to Daimlers

A story about my grandfather Walter Richard Pennell 1865 - 1955

Annabel Carle with Tony Wall

When did you last ride a Penny-farthing bicycle from Lincoln to London on unsealed, rough and dusty roads? Take only a day to do it and then do it not once, but twice in your life?

My grandfather Walter Richard Pennell (1865-1955) did just this in about 1885. (The Gossip c.1954.)

At that time Penny-Farthings, or Ordinary Bicycles as they were also called, were an exciting new invention compared to their usual horse and carriage! Sir Francis Hill in his Victorian Lincoln recalled their arrival in Lincoln. “At first they only appeared in the better seasons, being dormant in winter and they were for the audacious rather than the sober and respectable; and they certainly needed courage to mount as the front wheel might be five feet high.”

I was just over six years old when the Lincolnshire Echo took this 1955 photograph of Walter Richard Pennell on the occasion of his 90th birthday, looking distinctly “sober and respectable.” He is in the sitting room of his home at ‘Redecote,’ 160 Doddington Road, Swallowbeck. He died six months later.

After my grandfather’s death in 1955, Redecote and its garden was sold. The driveway is now lined with houses and is called Redecote.
Drive. The house itself has been extended and is a retirement home. How I wish he lived long enough for me to get to know him. What interesting times he lived in! He left behind many photographs of that era, though sadly none of that Penny-Farthing.

Walter Richard Pennell was born at ‘The Cottage,’ 406 High Street, Gowts Bridge, Lincoln (Carle 2008). He was the third child and second son born to Mansfield Pennell (née Allenby) (1825-1914) and her husband, nurseryman and seed merchant Charles Pennell (1826-1891).

My grandfather’s interests soon moved from riding bicycles to driving cars! Walter Richard Pennell first drove a car in 1897 and in 1899 he drove a French manufactured car, a De Dion Bouton Vis à Vis, without a mishap from London to Peterborough on his first long journey! (The Gossip c.1954.)

It is interesting to note that many early cars, “horseless carriages,” had a similar design layout—with their seats facing (vis à vis) each other—to the horse-drawn carriages they were replacing. These De Dion Bouton vis a vis cars were petrol driven and manufactured between 1899 and 1903. They were fitted with a single cylinder 3.5 hp 1700rpm engine and a 2-speed gearbox.

My grandfather had purchased his first car by 1903, an American Locomobile, ‘steam driven and more like a motorcycle’ he was reported as saying (The Gossip c.1954).

It was registered in Lincoln and bore the numberplate FE 3. Could the photograph (above) found amongst his collection be this car?

Many of the young men of the day spent their spare time together at car meets honing their driving skills and competing against each other and testing out the capabilities of their various vehicles. The Motorists Year Book tells us that in 1900 the Lincolnshire Automobile Club (LAC) was formed with the paperwork completed on January 4 1901 at the Saracens Head Hotel in the High Street. My grandfather’s older brother Charles Waldegrave Pennell (1861-1939) was elected as Chairman. Sir Hickman Bacon as President, Dr E. Cragg as Secretary and Captain H.E. Newsam, Walter R. Pennell and his brother-in-law Jack Richardson were elected to the administrative committee.

The LAC as well as organising sporting and social events was also involved with lobbying for better conditions for drivers—such as better roads. Prior to WWI the main social activity of the LAC was in the form of meets and organising regular hill climbs, endurance runs and they even...
tried out racing on Mablethorpe beach (Newsum 1968.)  

According to the "Motorists Year Book" my grandfather was often the starter or the timekeeper at hill climbs and timed trials, but he also competed. At the Market Rasen Climb at Bully Hill near Tealby on 23 June 1904 we find him competing in his Locomobile American steam car while Charles W. Pennell and Jack Richardson, Major Goddard and Dr Sharp were all competing in Richardson vehicles.

Interestingly the Automotor Journal tells us on 3 May 1903 Walter R. Pennell attended an LAC meeting at Woodhall Spa with Jack Richardson in a Durkopp, an early German make, and was not driving his Locomobile. Had he borrowed this car from his sister-in-law Jessie Pennell née Powkes? Jessie was Charles W. Pennell's first wife.

There is an article titled "Lady Motorists and their Cars" (Driving Illustrated 1902) about her 18 hp Durkopp. A photograph (see front cover) was included in the article, which was more concerned about how she had made a hood to fit over and protect her hat and hair while driving than about the Durkopp!

By 1904-5 the Motorists Year Book records that the LAC had four members on the General Committee of the Motor Union including Walter's brother Charles Waldgrave Pennell. This was a forerunner of the Automobile Association (AA). The AA badge is prominently displayed in some of the following photographs.

On January 12 1913 my grandfather was photographed in the driveway of Redcote with his Siddeley-Deasy.

The Siddeley-Deasy Company was created in 1910 as the result of various company mergers. In the early years it was common for companies to buy in someone else's vehicle and then put their own brand on it (Brown 1979.)

So in 1902 we find J.D. (John Davenport) Siddeley's company offering 2.5 litre and 3.3 litre Deasy cars that were thinly disguised Peugeots. By 1903 Vickers Ltd who owned the Wolseley car company were supplying J.D. Siddeley (1866-1953) with 6hp cars that were basically Wolseleys, but marketed as Deasys. (The Encyclopaedia of the Automobile 2001.)

In 1905 J.D. Siddeley replaced
Herbert Austin as general manager of Wolseley and from that time until 1909 Wolseley Siddeley's were built to J.D. Siddeley's designs.

However, in 1909 J. D. Siddeley left Wolseley to join the Deasy Motor Car Manufacturing Co. Ltd where in 1910 he replaced Captain H.J.P. Deasy as Managing Director.

From 1912 until 1919 the cars were marketed as Siddeley Deasy. After this date Armstrong Siddeley was formed. (The Encyclopaedia of the Automobile 2001.)

Captain H.J.P. Deasy had originally imported Martini cars into the UK before building his own Deasy cars in Coventry from 1906. Captain Deasy was the son of the Lord Justice of Appeal in Dublin and in 1912, the year he sold his business to J.D. Siddeley, he followed his father to Ireland, eventually becoming Lord Justice Baron Deasy of the Irish Court of Appeal.

It appears that both W.R. and C.W. Pennell knew J.D. Siddeley and Captain Deasy well as motoring enthusiasts were a close knit community at that time. The photo on the right is of Charles W. Pennell with his daughter-in-law Ethel Pennell née Simpson and Sir John and Lady Siddeley taken at his home at 12 Lindum Terrace, Lincoln, probably during the early 1920s.

There is another great photo (see page 5) taken outside Redcote in 1910-1912 of my grandmother Ellen (Nellie) Pennell née Batham as a passenger in what is a very spotty looking car thought to be a French Mass (1903-1923.)

The driver is probably her sister-in-law Lieschen Richardson née Pennell. Her husband, Jack Richardson, was a director at Mass from 1906 to about 1911 (Carle 2008.) Note the prominent AA badge.

When my grandfather was interviewed in 1954 he was asked about what he thought about women drivers. He replied: 'They can be good and why shouldn't they be?' ('The Gossiper' c1954.) He was a man ahead of his times!

I have always been amused by the photo (top p.7) taken around 1925 with grandfather looking on while his wife, Nellie, cranked the Wolseley car! We were always taught that women can do anything!

By 1924 Walter Richard Pennell was driving what is probably an 11.6 hp Standard Motor Car. The Standard Motor Car was in the top six best selling marques in pre-war Britain. It was so named as it used tried, tested, reliable stan-
dardised and interchangeable parts. It was founded in 1903 by Reginald W. Maudsley. Standard bought the bankrupt Triumph Company in 1945. The last Standard was manufactured in 1963.

In my opinion, the very best car in my grandfather’s vehicle photograph collection is the Scott Sociable Car! The photographs (bottom right) were taken in 1924.

These cars were manufactured by Alfred A. Scott from 1919 when he left the Scott Motorcycle Company he had founded in 1908 so he could pursue the development of the Scott Sociable.

This car looks as if it should fall over! It was half sidecar and half Three-wheeler car. Unusually the single front wheel was on the offside and was in line with the rear wheel resulting in a similar layout to a motorcycle and sidecar.

It appears that this car was owned by the Richardson family as in one photograph it is thought that Ronald Richardson (Jack Richardson’s son) is driving, and his mother Lieschen Richardson née Pennell (my grandfather’s youngest sister) is in the passenger seat.

In 1925 an Austin 7 “Chummy” was photographed outside Redcote. Walter Richard Pennell is in the front passenger seat in a car driven by his wife’s nephew Stanley Batham. Nellie is in the back seat with Stanley’s wife, Kathleen Batham née McColl.

My grandfather drove daily for over 53 years until he was nearly 90. When his licence expired in 1954 he decided not to renew it. He said at the time to Lincolnshire Echo’s “The Gossiper”: “Driving nowadays is hard work. It needs constant concentration. The cause of accidents is often because drivers are not concentrating enough.”

He was justifiably proud that his driving licence remained clean, but
only just! He was almost summoned in Huntingdonshire for exceeding the speed limit of 12 mph! (How times have changed!)

When asked what the biggest trial was when driving in the early days he replied ‘Dust’ as the roads did not have a tarmacadam covering and the biggest improvement ‘Tyres’ he replied. He recalled a trip to London with another ardent Lincoln motorist of the time Captain Herbert Edward Newsam (1865-1948) between Lincoln and Barnet they dealt with five punctures and finally completed their journey by rail! He said: ‘at that time I knew every car and its owner between here and London’!

My grandfather’s last car was a Daimler. There are no known photos. After he retired from driving Mr Cecil Espin, a driver for Pennell & Sons Ltd, was assigned to my grandfather and, using the Daimler, he picked up my grandfather from Redcote every morning and drove him to Pennell’s Lincoln shop at 312 High Street (Boots the Chemist is there now) or to Pennell’s Brant Road Nurseries as required.

Note

1 By 1911 LAC’s affiliation changed from the AA to the RAC, which still stands today. The LAC is judged to be the oldest automobile club in existence (Newsam 1968). There has always been at least one member of the Newsam family in the LAC since the first day (Tony Newsam pers. comm.).

Acknowledgements

Tony Wall is a member of the Lincolnshire Vintage Vehicle Society and SLIA’s Industrial Archaeology Team, and without his vehicle knowledge, considerable time and research, Annabel Carle would have had a set of unlabelled photographs of interesting looking vehicles! Thanks to him we have been able to weave a story about them and their grandfather.

Many thanks also to Gordon Brooks (member of The Veteran Car Club) for identification of vehicles, research into Lincolnshire motoring and early car manufacturing companies; to Tony Newsam (LAC Vice President) for his knowledge of and research into the LAC and to Mrs Violet Smith for her memories of working with Walter R. Pennell and Cecil Espin.

Photographs courtesy of the Pennell Family collection and the Lincolnshire Echo.

References

Staff writer, (July 12 1902.) ‘Lady motorists and their cars – Mrs. C. W. Pennell’ Motoring Illustrated.
The Gossip, (c 1954.) Retiring from Driving’ Lincolnshire Echo.

NOTESANDQUERIES76ONE

Mystery font

I took the attached picture of the font in St Thomas a Becket’s church, Greatford, in July 2008. The bowl and shaft are either the ones in the mystery picture or remarkably identical, the base is different and the context is clearly wrong.

The carving on the bowl is remarkable enough to warrant a mention in Pevsner or Henry Thorold etc but the absence of a mention of any font suggests that this font was moved there after 1989.

So I propose that the mystery font is the one that now resides in St Thomas a Becket’s church, Greatford, but the photograph (in J.P&P 74 N&Q 4) is where it formerly stood.

A quick email to the vicar or churchwardens should reveal where they got their font from – my hunch is from a demolished or deconsecrated Victorian church somewhere in Norfolks or Cambridgeshire.

Richard Croft
Sir Anthony Irby 1605-1681
A Lincolnshire Knight

John Almond

Portrait of Sir Anthony Irby
From 'The Irbys of Lincolnshire' P. A. Irby 1938

Sir Anthony was born into a long established and wealthy Lincolnshire family, based in the south of the county at Whaplode and Boston. There are two villages elsewhere in the county, Irby upon Humber in the north and Irby-in-the-Marsh in the east, that bear testimony to his family's earlier standing.

He lived a very interesting life, through some of the most turbulent times in our country's history, and he certainly played his part. During his early life he must have had contact with many people who were to become well-known not only in Lincolnshire but also nationally and beyond. Thomas Dudley, Simon Bradstreet, John Leverett, John Cotton, and Sir Anthony's first MP partner for Boston, Richard Bellingham, were some of the founders of Boston, Massachusetts, USA.

Dudley, Bradstreet, Leverett and Bellingham were all Governors of Massachusetts at one stage or another during that state's formative years.

During the English Civil War years and later, he may have known or met the political reformer and future leader of the Levellers, John Lilburne, who was stationed in Boston in 1644, the Earl of Manchester, Denzil Holles, Sir William Walier, Samuel Pepys, George Monck (the Duke of Albemarle), Sir Thomas Fairfax and, possibly one of the greatest ever Englishmen, Oliver Cromwell.

He was born in 1605, probably at Whaplode, the eldest son of Sir Anthony and Elizabeth (nee Peyton) Irby of Whaplode. Sir Anthony senior had large land holdings at Whaplode and Moulton. Unfortunately he died on 17 June 1610 and is buried in his magnificent tomb in St Mary's Church, Whaplode. I think Anthony was probably brought up by his grandparents as Sir Anthony's estate was administered by his grandfather, and his mother remarried in 1614, to Sir George Le Hunte of Bradley, Suffolk.

Young Anthony's early education is not clear, but coming from such a wealthy family he could have been educated at home, although Moulton Grammar School had been established in 1590. He certainly went to Emanuel College, Cambridge and Lincoln's Inn, London. So he had a good academic and legal background.

His matrimonial life is interesting as he was married four times before he was 36. He was only 18 when he married Frances, daughter of Sir William and Frances Wray of Glentworth, Lincs, in 1623. They had a daughter, Elizabeth.

His second wife, Margaret, was the daughter of Sir Richard Smith (or Smyth) of Westhanger, Kent, who lived at Leeds Castle, Kent, at some time. They had a stillborn daughter, who was buried with her mother at Boston.

His third wife was another Margar
rot, daughter of Sir Edward and Jane Barkham of Soulacre, Norfolk. Sir Edward was Lord Mayor of London in 1621. They had three daughters, Jane, Margaret and another Jane. They all died as infants and are buried with their mother in All Hallows Church, Tottenham, London, where there is a memorial brass.

For his fourth wife he married Catherine, daughter of William, 5th Baron Paget and Lettice (née Krolvs) of Beauchest, Stafford, at Drayton, Middlesex, on 14 August 1641. They had six more daughters: Isabella, Frances, Elizabeth, Anne, Letitia and Katherine, and finally a son, Anthony.4

He certainly married into some very interesting families of the day, and it would seem to us today, at some speed. Things were moving quickly in Anthony's early life. He was knighted by King James I at Theobalds, Cheshunt, on 10 June 1624.5

We also know he was a man of some wealth when he married his second wife, Margaret Smith, as it was noted in Bishop Ken's Chronicle of 1638 that his income was four to five thousand pounds a year. He inherited his father's estates in Whaplode and Moulton, and other property in Weston and Brothertoft.

His country seat was Irby Hall, Whaplode, his Boston residence, also known as Irby Hall, was situated on the opposite side of the Haven river to St Botolph's Church (more famously known as the Stump). He also had a residence in the Little Almery, St Margaret's, Westminster.5

Unfortunately none of these buildings is still standing today. There is a fragment of the Irby coat of arms that is incorporated into the bay window of a modern house that was built on the site of the original hall in Mill Gate, Whaplode. There is no visible sign of Irby Hall in Boston as it was demolished in 1776.6 His London residence in Westminster was demolished in the 1850s to make way for Victoria Street.6

He followed in his grandfather's footsteps and entered politics, first as Recorder, and then MP for Boston, a position he held (with a few interruptions) until his death. He first entered Parliament in the spring of 1628, with Richard Bellingham,7 on petition. In 1638 Sir Anthony was the High Sheriff of Lincolnshire. He sat in what we now know as the Short and Long Parliaments of King Charles I with William Ellis, who was the Recorder of Boston at that time. Boston was represented in Parliament by two MPs throughout the 17th century.10

The years leading up to the Civil War must have been very awkward for him. Being an anti-royalist he did not agree with the ship money tax. We find he made endless excuses for late or non-payment.

At the outbreak of the Civil War the King raised his standard at Nottingham on 22 August 1642 and Sir Anthony was asked by the Earl of Essex to raise a troop of dragoons for Parliament, which he did and was given the rank of captain.11

The details of his accounts give us an interesting insight into how his troop was equipped and its pay structure. As captain he was paid 20 shillings per day, and his Corneil five shillings. There are also details of the equipment and suppliers.12 The Corneil was Sir Anthony's stepbrother Richard Le Hunte, later to command Cromwell's life guard and have a regiment of his own in Ireland. Another interesting member of the troop was the Provost-Marshal, who was Thomas Welby, an alderman of Boston and mayor in 1639.13

His first action was to arrest the leading Royalist in the area, Sir Edward Heron KB, the High Sheriff of Lincolnshire at that time, of Cressey Hall, near Gosberton. The hall had been fortified and garrisoned. The warrant was issued on 30 August 1642. After a short skirmish the hall was plundered and Heron taken prisoner. He was duly sent to London where he was put in the Tower and held for two years, then released in a prisoner of war exchange.11

Sir Anthony was next sent north to assist Lord Ferdinando Fairfax at Hull, but he was soon back in Lincolnshire where he and his troops assisted Oliver Cromwell and Sir Miles Hobart at the siege of Crowland, taking the town on 28 April 1643.14 Just before this the Royalists of Newark convened a Commission of Assize, naming 85 local persons, including Sir Anthony,-indicating them for high treason.15

After this Sir Anthony seemed to have returned to his Parliamentary duties. He was one of the many MPs who lost their seats during Pride's Purge on 6 December 1648. He was briefly taken prisoner, in what was really an army coup, as there were after this only
about 80 members left.

On 20 December Sir Anthony had a meeting with Commissary-General Henry Ireton, and as he could not promise he would not vote against Parliament and the Army he was dismissed without engagement leaving William Ellis as Boston's sole MP.

At the election of 1656 Sir Anthony was again elected MP for Boston but Cromwell's Council would not allow him to take his seat.

The corporation of Boston must have been well satisfied with Sir Anthony's performance in Parliament, as they sent him a long letter, expressing their gratitude for his fidelity and fitness and carriage in Parliament. It was signed by the mayor Reginald Hall and all the aldermen and corporation members.

Religion may have been a major cause of his trouble, and the country's at this time. It was thought he was a Presbyterian, although this is not clear.

It is possible that he heard the Rev John Cotton preach in St Botolph's in his younger days. But it is known that the Presbyterian Sir William Waller, a well-known Parliamentary leader in the West Country during the first Civil War, was arrested in Sir Anthony's London home; the house was completely searched. Sir Anthony and Sir William were brothers-in-law, Sir William's wife, Anna, and Sir Anthony's wife, Catherine, being sisters.

From now on Sir Anthony and his family seem to have lived mainly at his home in Westminster. During the Protectorate government he was appointed to "the committee of lords and commons for the college of Westminster" to run the Abbey. This position shows he still had some power during these troubled but interesting times. He also appears to have owned some almshouses in Westminster but the location of these is unknown.

A little later Sir Anthony employed Thomas Cavton as his chaplain for some years, but when the plague broke out in London in 1665 and the Irbys moved back to Lincolnshire, Cavton could not settle and moved on. These things tend to lead to the view that he was not a die-hard Presbyterian, more a practical politician.

After the Restoration in 1660 Sir Anthony was re-elected as MP for Boston, a position he was to hold until his death in 1681.

During his time he mixed and met with all ranks of society. We know for example that he was in discussions with Samuel Pepys at one time regarding ropes for the navy. He had to tell Pepys that his rope-
making client was sorry the ropes sent for his inspection had been a long time arriving owing to bad weather and had now been sent by sea. It is possible that his rope-maker was one of the several that were working in Boston at this time. He was able to assure Pepys the ropes were of the highest quality. Sir Anthony died at his Westminster home on 2 January 1681, and was buried in either the new extra-chapel, which was built in 1642, or the overflow burial ground belonging to St Margaret's Church, Westminster, on 10 January 1681. This was demolished to make way for Victoria Street in the 19th century.

Of his family, his widowed mother married Sir George Le Hunte of Bradley, Suffolk, in 1614. His eldest daughter, Elizabeth, married George Montagu, fourth son of Henry 1st Earl of Manchester. His daughters from his second and third marriages were either stillborn or died as infants.

From his fourth marriage, Isabella married William, 7th Baron Paget. Frances married James Macartney, a judge of common pleas in Ireland. Elizabeth, Letitia and Katherine never married, and Anne died an infant and was buried in Boston.

Sir Anthony’s fourth wife, Catharine, survived him and continued to live mainly at their London home. In his will he leaves her this, all her jewels, and plate, his coach and horses, and all his goods. She died in 1695. He left his land and both his other homes to Anthony, and various sums of money to his daughters.

Sir Anthony’s life spanned a turbulent period of our country’s history. He lived through the time of the Pilgrim Fathers and the foundation of what is now the United States of America, and had personal contact with many of the founders of the new Boston, and some of the early governors of Massachusetts.

He was knighted by James I, lived through the reign of Charles I, the Civil War, the execution of Charles, the Protectorate under Cromwell, the Restoration and the reign of Charles II. He also lived through the plague and the great fire of London, the laying of the foundations of the new St Paul’s Cathedral, the building of the observatory at Greenwich and the founding of the penny post in London.

It is a pity today that none of Sir Anthony’s homes remains nor any permanent memorial to commemorate this interesting and powerful man. All that exists is his father’s tomb in Whaplode church where Sir Anthony is depicted as the largest of the kneeling children.

Little else remains of this once influential family, apart from the two villages mentioned earlier and Irby Street in Boston. Sir Anthony, although now largely forgotten, was a man of some character and standing, and a true Lincolnshire worthy.
REFERENCES
1 Ilby, P. A. *The Ilbys of Lincolnshire* (London, 1938) p36
2 Allen, T. *The History of the County of Lincoln* (Leeds, 1834) p335
3 Ilby, op. cit., p36
4 Ibid, pp36-7
5 Ibid, p37
6 City of Westminster Archive
7 Thompson, P. *The History and Antiquities of Boston and Lincoln* (London, 1856) p255
8 City of Westminster Archive

NOTESANDQUERIES

Recent items in *LP&P* may give the impression that I am trying to find out something about Bayons Manor, but it was only the postcard of the hunt meet that I was trying to find out about. The whole subject of the manor is admirably dealt with in Terence I each’s book *Lincolnshire Country Houses* vol. 3. However, I have an interesting sideline from a postcard of the lake at Bayons Manor. I assume the writer worked on the Tealby estate. The card must have been posted in an envelope so there is no date. The code number is S5980. It was produced in the Real Photo series and has WHSmith in the centre, presumably for WHSmith. I wonder if any family historian has a relevant Harold and Cissy among their forebears?

Hilary Henley

The message reads:

Dear Cissy,.

Just a line to let you know that I shall not be able to come as they have arranged different since I got your PC this morning which I think is very good. I have applied for a day off on July 15th but I do not know whether I shall be able to get it as the fifth man wants his holiday that week. J. Carter is having his this and we were going to work my double turn on Monday as usual. So keep a cheerful heart while I come. Hoping I can get off for the Trip will let you know as soon as I receive an answer.

From Your XXXXX Loving Sweetheart Harold

Edward Tilson, William Cole and Thomas Silton.
17 Thompson, op. cit. pp394-5
18 and 19 Ibid pp394-5
20 Garner, op. cit. p52
21 Westminster Abbey Muniment Room Library (letter from)
23 Ilby, op. cit. p129
24 City of Westminster Archive Centre (letter from)
25 Ilby, op. cit. p33

Postcard from Tealby
NOTESANDQUERIES76THREE

Edward Mansel Symson

Garry Phillips saw the note and query in Lincolnshire Past & Present [L.P&P 75:3 and 74 Editorial]. He continues: I think [Dennis Mills] is correct with the connection to Thomas Symson the antiquarian. E. M. Symson is the son of Thomas Symson. The elder Symson’s obituary in the British Medical Journal (BMJ) refers to the family coming to Lincoln circa 1730. That wouldn’t be strictly accurate in that [Sir Francis] Hill in Georgian Lincoln on page 41 states that the antiquarian was in Lincoln by 1724.

There are baptisms of children to Thomas and Ann ‘Simson’ or ‘Simpson’ at St Michael’s on the Mount:
- Thom. Symson 21 Dec 1726
- Joseph Simson 27 Feb 1730
- with children born to Thomas Symson and Mary baptised:
  - Tho. Symson 10 Oct 1754
  - Jno. Symson 8 Jun 1756
- William Symson 2 Mar 1758

The BMJ’s obituary of Edward Mansel Symson, MD, Surgeon, Lincoln County Hospital, states that he took an active interest in the British Medical Association, was secretary of the Section of Diseases of Children at the Annual Meeting at Nottingham in 1892, vice-president of the same section at Cheltenham in 1901, and was president of the Midland Branch of the Association in 1906-7.

His hobby was archaeology, for the study of which his native city afforded many opportunities; he wrote a historical and topographical history of Lincoln, contributed the article on Lincolnshire to the Cambridge County Geographies, ...was editor of Memorials of Old Lincolnshire [and] edited Lincoln Notes and Queries. was co-editor of the Associated Architectural Societies’ reports and papers, and honorary local secretary of the Society of Antiquaries.

NOTESANDQUERIES76FOUR

Steep Hill

The cover illustration [opposite] of Steep Hill [L.P&P 75] appears to be the work of Marjorie Christine Bates (1883-1962) who came from Melbourne, Derbyshire, but lived most of her life in Wilford, Nottingham.

She studied art in Nottingham and was a prolific painter and illustrator. She is known to have worked in Lincoln and this sort of street scene is typical.

Chris Lester, Newark

NOTESANDQUERIES76FIVE

With reference to the front cover of Lincolnshire Past & Present 75 Spring 2009, showing an illustration of Steep Hill. I cannot help identify the artist, but I too have a mystery to solve, and would be grateful if anyone could help.

Please see the two watercolours [opposite] of Steep Hill. The first, from a postcard, is entitled Steep Hill and is signed A. C.— or possibly A. G.— Webber and dated 07 (presumably 1907). The second—and as far as I can see—original watercolour, I obtained later in an antique shop in uphill Lincoln.

I was immediately drawn to it because of its amazing similarity to the postcard. The viewpoint and subject (figure with umbrella) are the same. This painting, approximately 11 x 8 inches, is titled ‘Old Lincoln’ and has the initials R. D. and Dec 1931 in the bottom left corner.

Could anyone please throw any light on this for me?

Anthony Neshitt, St Leven, Cornwall
This article is a report of work in progress, and I hope will result in a more detailed paper to be published later. My interest in this subject was first aroused in reading an article that appeared in *The Louth and North Lincolnshire Advertiser* for 3 March 1860. In it there was a report of panic among the tradesmen of Louth when they received the news that Messrs Kemp and Skey's distillery business had failed.

I had not known that there had been a distillery in Louth, and on further investigation I understood that this had been a plant for extracting alcohol from 'beet-root'. 'Beet-root' was a generic name for a variety of roots; in this case the Mangold (Mangel-wurzel) and the white Silesian root, which later became known as Sugar-beet, both of which contain a significant level of sugar. My research found only one brief reference to this factory within published histories of the town, yet it now can be shown that this enterprise formed part of a much larger experiment involving many other similar factories in various parts of England.¹

Although all these projects eventually failed, they seem to have formed part of the progress towards a domestic sugar production industry that became important to Lincolnshire's agriculture in the 20th century.

The Louth distillery had been established by December 1857 by Henry Fridlington Kemp and William Skey. Henry, born in 1834, was the son of Samuel Robert and Isabella Kemp, his father being a prominent farmer from North Elkington, and in 1851 he and his two sisters Eleanor and Fanny, were living on the family farm.²

The other co-founder, William Skey, was still at school in 1851 along with his younger brother, Henry.³ This was a boarding and day school run by Samuel Wilfothy in the village of Hundleby near Spilsby. William had been born in Middlesex in 1835 to William Fawcett Skey, a London barrister, and his wife, Harriet.⁴

Henry Kemp was 23 and William Skey only 21 years old when they began this venture. They met when William was placed as a pupil on the farm to 'learn practical farming'.⁵ Together they built a laboratory on the farm and in their spare time experimented with distilling spirits of wine from beet-root.

The distillation of alcohol from beet had initially been perfected in France; production being stimulated by the embargoes on sugar to that country during the Napoleonic War. Further encouragement came when grape disease decimated the country's wine production during the late 1840s and early 1850s.⁶

There were a number of rival processes available, but the system developed by M. Leplay was chosen to be used in England. William Dray and Company, agricultural engineers from Swan Lane, London, bought the rights to manufacture the equipment in this country and it was...
their machinery that was installed at Louth.7

As outlined earlier, this was not the only location where Dray and Company installed their equipment, as they also supplied ten further distilleries throughout the country, the first being on William Dray’s own farm at Farningham in Kent. The Commissioners of Her Majesty’s Inland Revenue were involved, as they would be in any plant producing alcohol, and in March 1858 they issued a report on all the factories then operating, eleven in all.

From this report the locations of the other sites were identified and this showed that Louth was not the only distillery in Lincolnshire as another was operating within the city of Lincoln, and like the Louth factory, remained unrecorded until now.

One of the advantages of the LePlay system for processing the beet was that it produced highly nutritious animal feed out of the waste. This was promoted in contemporary literature published about the process, which showed that any operator was able to gain income both from spirit production and sales of animal feed.

Three months after opening the Louth factory Kemp and Skey reported that this pulp residue was in great demand by “cow keepers and pig feeders in the town”. The attraction of this feed not only was its nutritional advantages but also its low cost “in comparison with other food”.8

They were also investing in animal feed preparation as well as the distillery, and by November 1858 they had not only enlarged and improved their distillery plant but also opened a steam powered animal feed mill where they also made oil cake.9 Products such as “nitrigenised pig food” and a feed for “dray and agricultural horses” were being advertised widely, appealing to “agriculturalists in Lincolnshire, Yorkshire and Norfolk”, as well as “draymen in.

**Main occupation accounted for the bulk of investment**

Manchester and Bradford and other industrial towns.10

Although they had established a comprehensive animal feed business it was distilling that was their main occupation, and accounted for the bulk of their investment. But the operation did not go well from the start and the spirits produced were found to be unusable without restillation. New machinery had to be installed; incurring further expense, before eventually they were able to provide a regular supply.

An advert in the *Mercury* appeared in November 1858 announcing to chemists, druggists and perfumers that they were now able to produce “highly rectified Spirits of Wine of any strength and superior quality, never before attained in this country”, supplying it in copper casks at around 15 6d per gallon.11

On 24 February 1860 the project collapsed and the business was bankrupt, resulting in the panic mentioned earlier.12 The court case, held at the Hull bankruptcy courts, was very revealing and recorded the progress of the company in some detail. Around £10,000 had been spent upon the project of which £3,000 had been invested by an aunt of Henry Kemp as well as over £1,800 being raised through his friends and local people.

It was concluded that the reasons for the failure included the inefficiency of the machinery as well as getting supplies of poor quality mangolds, containing low levels of sugar.

However there may have been more subtle reasons for their failure, as shown by the demise of the other plants throughout the country. The quality of the spirit being produced was often contaminated by essential oils, also there was a burden of high taxation, but above all it seems that the price of spirit fell over this period and production just became uneconomic.13

Whatever the reason for the failures, the reprimands for Kemp and Skey were strong, with the Louth solicitor Mr Ingleby leading the attack on behalf of the local creditors, and these creditors were also not impressed that the Lincoln and Lindsey Bank had taken the premises as security.

The sale of the buildings and equipment took place on Thursday 28 June 1860, in front of a large crowd. A group of dealers dominated the disposal of the machinery and the entire auction lasted over 6 hours. Mr Joseph North bought the distillery buildings, while the adjacent land running up the hill, to what is now High Holme Road, went to Mr Joseph Tate from the neighbouring Broad Bank House. The machinery was effectively picked over by the dealers, who gained many bargains.

Although the book figures for the machinery and the buildings totalled £7,397 the sale yielded only £1,495 for the property and £1,100 for the equipment. The results of the sale were regarded as "pretty good", certainly by the bank as the mortgage debt was cleared, but little was left for the smaller investors.14

After the bankruptcy proceedings had been completed, Henry Kemp concentrated on farming activities at North Flixton. By 1881 he had moved to Manningham, near Bradford, Yorkshire. He died in Bingley before the end of 1914. William Skey emigrated with his brother Henry to New Zealand, travelling on the boat
Evening Star, arriving in Otago on 11 October 1860.

William prospected in the goldfields until 1862 when he joined the Geological Survey as a laboratory assistant. He quickly gained the position of supervisor, moving to Wellington in 1865 and in the following year he became the Colonial Analyst. He held this position for 35 years, and died at Wellington on 4 October 1909.17

The distillery venture provides an example of enterprise and endeavour but also shows how reckless people can be when trying to explore new and untried technology. The process was always seen as experimental, especially by the Inland Revenue, but it had built on successful ventures operating in France, and seems to have failed through a combination of untried machinery, poor crop supply and over enthusiastic levels of investment.

Kemp and Skey were expecting substantial business growth and this was not only reflected in their investment in equipment but also by the intensity of advertising, which covered Lincolnshire, Yorkshire and Norfolk and many northern industrial towns.

The emphasis on animal feed may reflect an attempt to ensure an adequate income before they could expect reasonable returns from the sale of spirit. Failure was inevitable given the inadequacy of the distillery equipment and falling price of spirit. Distillery enterprises closed down one by one.

It is still unclear how William Dray contacted the two young men to turn youthful experiments into a substantial enterprise, and how did they convince local traders and family to invest at such a level, as well as satisfying the bank of their viability.

I have still to find out more about the Kemp and Skey families, their farming involvement and social standing in Louth, and about their initial training, espe-

Site of the Louth Distillery of Kemp and Skey from the 25th Ordnance Survey Map of Louth 1889

New Zealand Biography, updated June 22, 2007

9 Transcriptions and Proceedings of the Royal Society of New Zealand Vol 34, 1901, p585
10 The Horticultural Review and Botanical Magazine, Vol IV, 1854, Cincinnati, p24
12 LRS.M, 5/3/1858, p5
13 LRS M, 19/11/1858, p5
14 and 15 LRS M, 12/11/1858, p1
16 Louth and North Lincolnshire Advertiser (LNA), 3/3/1860, p3
17 LRS M, 26/5/1860, p4
18 LNA, 7/7/1860
19 Dictionary of NZ Biography, 2007

Lincolnshire Past & Present No 76 Summer 2008
INTERNET SOURCES FOR LINCOLNSHIRE LANDSCAPE HISTORY

Ken Redmore

The use of the internet for gathering and disseminating information in local studies has been pioneered by the family history enthusiasts. However, in researching some of the landscape history of the area around the East Fen, some digital material that is easily available has proved useful. The determining criteria are dominated by copyright and many of the books are from North American libraries who seem to have acquired their copies in the 19th century.

Other than books from commercial sources such as Google, there are digitisations by university-based data banks and occasionally by scholarly projects. The great missing item is W. H. Wheeler's epic tome on the Fens of South Lincolnshire but since that was republished in facsimile form in 1990 copyright applies.

His The Drainage of Fens and Low Lands by Gravitation and Steam Power is available on-line and as a print-on-demand paperback from BiblioLife.

Very useful items for many local historians are books on the history of the county and of parts of it as are collections of documents in which Lincolnshire material is embedded along with everywhere else. But since these collections are searchable on-line then the chore of sitting in a library and going through the index references one by one is somewhat diminished. So some of the documents from the National Archives, such as Inquisitions Post Mortem and the Calendars of Close Rolls have been uploaded, though not usually in their entirety.

What is very usefully available is a set of the first 58 volumes of the LRS, in a variety of formats, some text-based, some facsimile, which are searchable, though usually all variant spellings need a separate trawl: it might be Wanflet, Wayn-flete, Wainfleete or even Wainfleet, I have discovered.

The catalogue of the National Archives is available on-line but even more useful (for their descriptions of contents are meagre) is the access from TNA into A2A (Access to Archives) which is an interface into a hierarchical list (again searchable for names or topics) of the LAA catalogue, whose notes on content are very helpful and very likely to tell you if you need to see the whole document.

Of the books, the most helpful are those with local detail, such as Piseley Thompson’s History of Boston and Edmund Oldfield’s volume on Wainfleet and Candleshoe. Both have a large amount of information about other parishes in their Wapentakes and so extend their value. The only volume of the VCH Lines is also digitally available.

Some of the 19th century local directories can also be found and Neilson’s classic Terrier of Fleet is there to be searched as are some (but not all) of LNO’s early volumes. County histories such as Marfat’s History and Padley’s Fens and Floods are also traceable.

In a wider context, a group at the University of Innsbruck has made available the whole of Joseph Wright’s Dialect Dictionary and the Nottingham University Institute for Name-Studies has a country-wide site on place-names, though this does not go much beyond the already published material.

There is a helpful church-by-church guide to the Taxatio of the 13th century, which again contains all the Lincolnshire entries within a national list; the Calendar of Patent Rolls for 1216-1452 comes from the University of Iowa. A Vision of Britain is eclectically but often thorough for the 19th century onwards.

The English Heritage PastScape will give you all kinds of material that has been collected about a site: there are eight pages on Wainfleet, for instance, with something of an emphasis on shipwrecks and WWII.

Most of the early editions of the OS maps can also be found though usually only in small chunks since commercial sales are the real point of many of the sites. If you can sweet-talk an organisation that subscribes to Digimap at the University of Edinburgh then your problems about access and download for the 25m and 6m maps are solved.

Some of the other sites require registration (like the Arts and Humanities Data Service) and a very few will make a charge for access to really huge bodies of data; most of the items, however, are free.

This is a very partial list and there must be many other items of value to those with different interests.

It would be a useful project for a student or for a regional society to publish a comprehensive list with web addresses preferably itself on-line and even better to have it kept up to date. This latter endeavour is one of the bases of much web activity; there is that sinking feeling that accompanies the reading of “Last updated January 2006”.

To give all the url data here would take up much space and nearly everything can be found through the normal search engines. For starters, though, try entering the county name or adding to it “history” and see what you get in http://books.google.co.uk/ or http://www.archive.org/
A n original plan by William Watkins and Son has been found in Jews' Court Library. The plan is dated 1902. Considering Lincoln Corporation can be blamed for allowing several historic buildings to be destroyed over past centuries, the City fathers did allow the Tudor shops on the bridge to be repaired and refurbished in 1902. This complex is unique in Britain— a Norman bridge carrying Tudor buildings. The find is for the plan only but, nevertheless, it is a valuable record.

It shows the steps on each side of the shops leading west into the Glory Hole. It has lost much of its ‘glory’ with the blank wall of M&S replacing the mixture of buildings on the south side.

Watkins included, on each side of the shops on the bridge, a bust of King Edward VII and Queen Alexandra, so commemorating their coronation. He also added a plaque to note that Mr Ruddock and Mr Pennell were mayors at the time. Otherwise it looks as if Watkins had made a detailed survey of the shops before work began and kept the original features.

Of greater interest, however, is the existing plan of the east side of the bridge. The chapel of St Thomas Becket once stood here but was demolished in 1762 to be replaced with an obelisk. The plan shows the location of the plinth for this.

The obelisk in turn was removed in 1939 as being too heavy for the bridge and parts are now reconstructed in St Marks shopping complex. The obelisk housed a fountain – no longer part of the monument. Behind the obelisk was the urinal, which appears to be quite a large feature. Was it perhaps one of those fine cast iron structures from Glasgow as it is shown as a series of arcs? Was it built by a local manufacturer?

Maybe a reader has a photograph of this edifice. One wonders, too, if the effluent was deposited directly into the river.

The ‘Gents’ now is under what was the site of the Lord Nelson Inn to the north of the obelisk site. This early 20th century building displays the Lincoln City arms. Another feature on Watkins’ plan is a set of steps, which appears to be along the High Street close to the buildings – where did they go down to? The cover of Maurice Hudson’s book, Lincoln Then and Now, shows the obelisk and also a railing where Watkins draws the steps. Questions require answers, please.

Pearl Wheatley

The author's book started out from his desire to know more about a half acre piece of land in Raithby-by-Spilsby known as the Old Church Yard and now referred to as the Quaker Burial Ground (Mr Armstrong is a Quaker). The adjacent land seems to have been owned by the Tailboys (to use one of its spellings) family and his researches have led him to detail their involvement in the area where they were, apparently, landowners from the time of Domesday until the early seventeenth century.

What we have here is a varied collection of documents and many maps. The former include copies of Holles' survey of the county's churches in 1630, inventories of various Tailboys, examples from the Raithby Terraces between 1606 and 1862 and pages copied from Gooch's History of Spalding, Lincolnshire Notes and Queries and Maddison's Lincolnshire Pedigrees.

The maps range from Armstrong (1779) through local footpath maps and Ordnance Survey sheets from the first, dated 1824. The many illustrations include sections from the Bayeux Tapestry (excellent colour), aerial photographs and coins found in 2005 on the site, suggesting occupancy from Roman times until, at least, the 1600s.

Mr Armstrong has thus clearly ranged widely in his study especially in covering the Tailboys' family history from the arrival of Ivor Talybus with his cousin William of Normandy, and the activities of later members in north-west England and south Lincolnshire. Well printed, though the proliferation of typefaces is unsettling, the commentary is very repetitious and the final effect would have been improved by an independent judicious editor.


Since 2000 there has been a great upsurge in the writing of village histories, especially in this county. All of them have been worthy efforts and there have been a number of books that have been far more than that. The local history group at Brinkhill was formed in 2002 and very sensibly twice put on display what discoveries it had made in words and pictures. Such events always lead to more material coming to hand and this history group realised that it had enough to produce a book but how to go about it?

The result is a handsomely printed volume, with loads of pictures, which have reproduced well. The text follows the pattern usually associated with such studies - the geological and historical beginnings, school, agriculture and other occupations, village life, religious establishments, how the village coped in two world wars and, finally, a short section on the village today. Useful appendices list scheduled monuments, population figures and local officials. This balsamic hides a wealth of information, a wide range of illustration and its readability. It is a model of how village history should be written and disseminated and is well worth its modest price.

Professor King has long been acknowledged as an authority on John Foxe's great work; a review of his book Foxe's Book of Martyrs and early modern print culture will appear in Lincolnshire History and Archaeology. Volume 40. Here, for the benefit of modern readers, he has selected accounts of some of the most important men of the fifteenth and sixteenth centuries who were involved in the religious disputes centred on the Reformation and the machinations of Henry VIII in his disputes with the Pope and his taking over the unified control of state and religion in this country.

We are treated to a wide-ranging introduction which sets the life of Boston-born Foxe in that contemporary framework. We follow his education in Oxford, his becoming a fellow of Magdalen College, Oxford, from which he resigned because he would not become a priest. In his exile years on the continent, during the reign of Catholic Queen Mary he gathered materials for his magnum opus. It ran to 1.8 million words, when it was finally printed in 1563 but that doubled by the second edition (1670). So Professor Foxe has placed before us a vivid selection, complete with notes, a tabulation of Foxe's life and time, bibliography and some of the notable woodcuts that illuminated the original text. It gives a full flavour of the original and enormous work.

LILLY, Gweneth. Gilbert & Gwenllian: the story of a nun's life at Sempringham, translated by Tony and Jen Learner. The Princess Gwenllian Society, 2008. 26pp. No ISBN. Unpriced pbk - this is a reprint of the 1999 edition and has the original Welsh text bound in as a separate item (24pp).

It is a pleasure to welcome back in print such a well-presented and succinct account of the history of the Knights Templar and their large presence in Kesteven. The booklet covers the history of their foundation, their organisation and developments in the county. Their chief site was at Temple Bruer but there were other important sites at Eagle Hall, Mere and South Witham. The text is exemplary, the clarity of the maps adds greatly to understanding and there are excellent illustrations, mostly in colour. Highly recommended.

GILBERT & GWENLLIAN
The story of a nun's life at Sempringham

HAUNTINGS in LINCOLNSHIRE
Tales of the everyday paranormal!

WADE, Stephen. Hauntings in Lincolnshire: tales of the everyday
Another useful publication from the Survey of Lincoln in the same format as their successful 2006 booklet on Monks Road. It comprises sixteen short chapters covering the history of Lincoln’s West End from Roman times to the present day, and a wide range of topics, including housing (for animals as well as humans), places of worship, sport and wartime.

The text is well illustrated with photographs and clear reconstructions maps, and contains a host of interesting facts; you can discover how Depot Street got its name, where ‘Paradise’ was located, and the many uses to which the Great Common was put in the twentieth century (including horse racing, test flying First World War aircraft and twice hosting the Royal Show).

This work is not intended to be an in-depth study of the area, but is a very readable starting point for anyone with an interest in the West End, with suggestions of further sources to consult for those contemplating serious research.

Eleanor Namnestad, Lincoln


Here is another good example of how village history can be prepared and produced. The group responsible for this fine book have been round a large number of local people, persuading them to record their memories of life in the twentieth century in all their varied forms.

The art in producing a worthwhile result from such a research method is in the editing process, putting all the different comments and views together and running them into a seamless whole. That task has been performed admirably here.

Although there are a lot of well-produced illustrations the main thrust lies in a large text, nicely set out and immensely readable.

One gains a very clear insight into village life has changed from low wages, crowded living conditions in the days of large families, lack of ‘modern’ amenities and so on but also a feeling for many that, in spite of such privations, there was a strong sense of community and life could still be enjoyable.

The text is arranged in sections dealing with school, medical matters, church and chapel, the land, local occupations and leisure activities; village life in the last hundred years has two sections, a sort of “before and after”.

The only improvement I would have made would have been an index of all the names of the people whose memories are so vividly set before us—even if that was really equivalent to a modern village census.

There is a DVD also, which includes guided walks round the two villages.

The late George Howitt leads the tour of Colsterworth and Mrs Margaret Winn that of Woolsthorpe.

Both are well done and add a further dimension to the printed texts.

There are ninety-three entry points to the walks so it is quite easy to navigate to find particular places in the two villages.
FACES & PLACES

MEET THE CHAIRMAN

Neil R. Wright, DMA

Neil has lived all his life in Lincolnshire, being born in Boston and moving to Lincoln in 1974. He has been a member of the SLHAA for nearly fifty years and of the Industrial Archaeology Committee/Team since 1966 when he was elected as its treasurer.

Neil’s main interests are the industrial archaeology of Lincolnshire and the history of Boston, and he has written many books and articles most of which relate to those subjects.

He is a past Chairman of the Industrial Archaeology Committee and was also Chairman of the SLHAA from 1989 to 1991. Neil has also been a member of the Executive of the Association for Industrial Archaeology.

On leaving school in 1962 Neil got a job with Holland County Council in Boston and has been a Committee Officer since 1964, moving from Holland County Council to Lincolnshire County Council in 1974.

MEET THE ANGELS

The Parish Church of St Mary in Homecastle is in need of roof repairs. Funding for this is in place and work will be done this summer, 2009.

For centuries the ten angels of the hammer beam roof have looked down on worshippers. This year they will fly down to ground level to be carefully inspected and, if needs be, repaired and re-gilded, before returning to their lofty stations.

The friends and congregation of St Mary’s plan to share this inspection with everyone. The plan is to have the angels on display during the weekend of Heritage Open Days, 10-13 September, 2009.

This depends of course on the state of the works of the roof. It is a unique opportunity to have a close look at the carvings and may not happen again this century.

NOTES AND QUERIES 76 SEVEN

The Rev Joseph Kipling

An article in the March 2009 issue of The Dalesman, "Kipling Country" by Brent Garner, reveals that the poet’s grandfather, a Yorkshireman, was for a time Wesleyan minister in Homecastle. The Rev Joseph Kipling was born at Lyth, near Whitley, in 1806 and moved to Skipton in 1860 where he died two years later. His oldest child, John, Rudyard Kipling’s father, was born in 1837 at Great Edstone, near Pickering, but three later children, Joseph, Frances and Ann, were all born at Homecastle. Subsequent ministries were held in Bridlington and Patley Bridge. I wonder if it is known what impression Homecastle made on the Rev Joseph Kipling, or what impression he made on Homecastle?

Nigel Kirkman, Malmesbury, Wiltshire

NOTES AND QUERIES 76 EIGHT

Caroline Martyn [LP&P 71, LP&P 72 etc.]

I am always amazed at the power of the internet. As the person who had the initial query about Caroline Martyn back in 2006, I struggled to find a copy of Life and Letters of Caroline Martyn [by Lena Wallis]. What is the more intriguing: What other material was deposited at the Oxfam Bookshop. I wonder!

Adrian Bailey, Leeds
FRIENDS OF LINCOLN
ARCHAEOLOGY AND EDUCATION
(FLARE)

The Society for Lincolnshire History and Archaeology is the result of a series of amalgamations dating from 1965. April 2009 saw the most recent one, with FLARE joining and enhancing the Archaeology Team of SLHA. The team is now known as Friends of Lincolnshire Archaeology and Education.

FLARE was established in 1977 at the suggestion of Dr Kathleen Kenyon, the famous archaeologist of the Near East, who was, at the time, Chair of the Lincoln Archaeological Trust. One of the earliest initiatives was trading materials on local archaeology. An exhibition of these in 1978 was opened by the city's then MP, Margaret Jackson (later Beckett).

The continuing programme has been the monthly lecture series of archaeological talks by national and international speakers, which have broadened the knowledge and experience of members. Dr Mick Jones, City Archaeologist, has an abundance of "friends" in the archaeological world who have been pleased to visit Lincoln and share their expertise. There is a full programme for 2009 as these talks continue and will be of benefit to all SLHA members.

There are, however, other considerable achievements. Among these are training schemes using government funding to help young people equip themselves with some skills. The first was from 1978 to 84 and involved training diggers as well as publishing aids for schools. A later one was through FLARE Projects Ltd.

FLARE set up a company with the aid of the City Unit and employed between 20 and 30 young people between 18 and 25 years of age with full-time training opportunities. Some worked in the city but others were transported to excavations across the county.

One highly productive site was the Roman - British site at Sapperton. The company involved three directors, a chairman, a secretary and a treasurer, and a manager for the day-to-day running. A number of the young people taking part went on to become professional archaeologists.

Lincoln City Council bought the lawn complex, when it closed as a mental hospital and one of its uses was to convert the nurses home, Charlotte House, into the headquarters of the City Archaeology Unit. In 1990 one of the ground floor rooms became an archaeology exhibition with hands-on displays to explain archaeological terminology and practices as well as highlighting the archaeology of the city.

FLARE members were the custodians of the centre for the first part of its life and manned the rota from 10am to 4pm each day, seven days a week. This dedication proved sufficient to cause the City Council to eventually use paid employees to man this popular attraction, which welcomed 40,000 visitors in its first year.

An amphora near the door acted as a donation box to this free entry facility giving FLARE a start on funding projects within the city. Some funding went to help research into the City’s past but much went into publications to educate young and old about the city’s stories.

A purely parochial outlook has never been on the agenda as the lecture programme shows. Arranging both national and international visits has been an essential part of the annual routine. There have been regular day visits to sites of archaeological significance as well as weekend and week-long stays across England and Wales and countries in Western Europe. A number of these involved one or two minibuses with the officers driving them. Touring Brittany, world war battlefields and staying in monasteries like Ligugé, near Poitiers, were becoming the norm but, more recently, visits have become more popular necessitating the hiring of coaches and arranging them jointly with SLHA members.

During the 1960s, and 70s SLHA had a very active archaeology team. There were excavations, surveys, and training sessions across the county, but the loss of a few key people brought these schemes to a halt.

It is hoped that with the enlarged archaeology team working with the local history and industrial archaeology teams, we shall witness a new era where practical works are high on the agenda and members across the county can participate.
OBITUARY

Betty Kirkham

The death occurred in April, in her 90th year, of Betty Kirkham, a long standing member of SLHIA and its predecessor. Betty was born in Stickney, the eldest of seven children, but moved to Hogsthorpe when she was a child. She lived there for most of her life, apart from during the Second World War, when she and Reg were in Lincoln and Betty worked making wooden aircraft parts.

I must have got to know Betty through Mrs Rudkin in the late 1960s. Her local history interests were wide and she was one of the ‘regulars’ in the L1HIS team at Woodhall Show, and later at the County Show as well. We usually had a theme and one year I particularly recall was when the theme was pigs. Members’ displays included a splendid model pigsty and piglets, with bygones and photographs connected with pig farming. Betty had a table full of cooked and uncooked pork products, such as today would not be allowed by health and safety! It turned out to be a very hot day, and while Betty demonstrated sausage making, many of the other dishes, such as pig’s liver, were quietly cooking in the heat! Luckily I don’t remember exactly how it all ended!

We had a common interest in salt making, although Betty was involved with Iron Age and Roman, and myself with the medieval sites. She published several articles on her finds from observations from both coastal erosion and drainage ditches.

She contributed notes on many topics to SLHIA publications. Another particular interest, in medieval stone ‘headresses with nosebands’, brought her national publicity in Local History magazine and the Shire Books newsletter.

She founded and often manned the Anderby Drainage Museum and was very active talking to local groups and schools. She was very hospitable, and I miss my visits to Hogsthorpe very much, as she always had new finds and ideas to talk about. We send our sympathy to Dave and Pauline and family.

Hilary Healey

MBE AWARD

Congratulations to Jim Jones of Bourne who has received an MBE for service to the community, including work on the water wheel at Baldock’s Mill, Bourne, which is restored and producing electricity. Jim and his wife, Brenda, have been leading lights in Bourne Civic Society for many years, Brenda being Chairman.

Hilary Healey