Lincolnshire Past & Present

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Millers

Market Rasen

Heritage under the hammer
Lincoln beet root distillery
High Bridge, Lincoln

Thomas Paine at Alford
Oswald Mosley at Grantham
Vickers family of Nettleham

The Long Range Development Flight at Cranwell 1926-38
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Contributions to the next Bulletin and the Winter issue of Lincolnshire Past & Present are welcome as soon as possible. Material may be sent to the Joint Editors c/o Jews' Court, Lincoln LN2 1JN. Articles may also be sent on disk (Microsoft Word document) or as an email attachment to lindumcolonia@hotmail.com
Cover: Sign bearing the name of Hill, Millers, of Market Rasen, sold in the auction of the late Brian Ayre's collection April/May 2009
Once again the weather was bright and pleasant for the annual Heritage Open Days, now a well established and popular national event and one that has its roots in Lincolnshire. It is good to see such enthusiasm for heritage, particularly by young people, keen to avail themselves of the chance to see for free places that are not regularly open to the public or for which they would normally have to pay an entry fee. It is appropriate to say thank you here to the organisers of the many events that we look forward to each year.

Thanks also to all our contributors for articles, pictures, notes and queries. They are all very much appreciated and thanks to your generous response we have articles awaiting publication in the next edition. I am so sorry that in the last issue I inadvertently attributed an article to the wrong person! The useful article on internet sources for Lincolnshire landscape history was researched and written by Professor Ian Simmons. Many thanks to him for that and apologies for the mistake.

In this issue Chris Page adds his account of the beer distillery at Lincoln to that of the Louth distillery which appeared in the last edition, while Philip Vickers continues his family history research with the Vickers family of Nettleham. Philip has been able to tie up more loose ends on his recent visit to the county and promises a further article in due course. Dennis Mills has been able to provide Pearl Wheatley with an interesting answer to her query about the High Bridge in Lincoln and we learn that two well-known political figures have Lincolnshire connections.

We are delighted to include another of Peter Stevenson’s articles, this time on the well loved subject of aviation history, and Mal Jones and Philip Farnshaw of the Base Heritage Society, provide us with an account of the recent auction of the late Brian Ayre’s collection with pictures of some of the items the society bought.

Although we do have articles in hand, we always welcome more. Keep sending them in, along with your queries, comments and pictures, please!

Ros Beevers, joint editor
THOMAS PAINE:
Popular champion of the common man

David Lambourne

This year marks the bicentenary of the death in New York of Thomas Paine, who championed the rights of ordinary citizens and who is still celebrated today especially in America and France. That Paine was born and brought up in Thetford, Norfolk, the son of a Quaker stay-maker, is well known. What is less well known is that he had a Lincolnshire connection, albeit a comparatively brief one.

Paine began his involvement with the excise service in December 1762 in Grantham and was posted to Alford on a salary of £50-00 per year in August 1764. While he was in Alford he had an office in Market Place, and the Windmill Inn today bears a plaque provided by the Alford Townscape Heritage Initiative that states:

THOMAS Paine 1737-1809
Author of the Rights of Man and the Age of Reason
Excise Officer Alford 1764-1765
At Customs House on this Site

Alford was, in Paine's day, something of a centre for smuggling activity with wool being illegally exported and such as tea and wine imported via Lincolnshire's remote beaches. Paine's approach focused on discouraging rather than punishing smuggling and this led to his dismissal from the service within a year of arriving in the town. Paine was eventually reinstated whilst in Lewes, Sussex, where in 1772 he drew up a statement of the excise men's grievances and was again dismissed after the failure of the agitation.

In 1774 he left for America, where he rapidly established himself in the struggle for freedom and democracy not only in that country but on this side of the Atlantic as well.

The role of Paine as a central figure in the international democratic movement was symbolised for posterity when, in the early part of 1790, Lafayette entrusted him with the key to the Bastille to take to George Washington. Paine, who himself claimed 'my country is the world', did not belong territorially to any particular country, but was at home in England, America, France and anywhere else where the yeast of the democratic movement was to be found. Paine, though, not only advocated democratic principles, but had the rare ability to communicate them, through his pen, to the popular mind. Indeed, the clarity, forthrightness and blatant appeal to ordinary citizens of this political philosopher have resulted in his being dismissed as a mere polemicist, journalist and vulgariser, but, though he was all of these, he produced works of immediate, enduring and universal relevance.

His first major work, Common Sense (1776), was published within two years of his arrival in America. It was written as a result of his resolve, upon the outbreak of hostilities at Lexington (1775), to express the sentiment which many Americans secretly felt, that of independence for the colonies. This publication, which sold 120,000 copies within a year, inspired, through the emotional fervour and persuasive arguments it expressed, the first moves towards the American Declaration of Independence of 4 July 1776 which was drafted by his friend Thomas Jefferson, the future President. This, together with the influence of enlightened humanitarians like Franklin and Rush, helped its author to become the popular champion of the common man.
Common Sense was not for Paine solely applicable to the American situation, rather, as he himself claimed, "the cause of America is in great measure the cause of all mankind". Paine believed that men are, by their very nature, equal and enjoy natural rights which are derived from God. This natural equality cannot be altered by any historical process neither can any generation bind its successors, for each new generation has a complete right to judge how it will manage its own affairs. The purpose of government, he argued, is merely to organise into civil rights those natural rights which the individual is incapable of securing for himself through his own actions. Moreover, since the welfare of the whole nation has necessarily to be the object of government, republicanism alone was acceptable. Monarchical or aristocratic government or any system which rests on class or hereditary privilege has by implication to be illegitimate. Furthermore, argued Paine, the natural rights of citizens imply equal representation. Democracy can only become a reality in large states through representation, and this is the system which alone can guarantee the equal freedom of all and which can nurture the diversity of opinion which is essential to human progress. He recommended to Americans that the individuals who represented their nation should ensure that the natural rights of all remained protected through their drawing up of a written constitution which could be referred to clause by clause.

George Washington claimed that Common Sense brought about "a powerful change in the minds of men". But if this is true of Common Sense it is most certainly also true of Paine's second major work, The Rights of Man (1791). The first part of this work was largely a reply to Edmund Burke's Reflections on the Revolution in France (1790) and was a general condemnation of what F.P. Thompson once called Burke's 'reverence for the constitution by reverence for tradition'. In the second part, Paine applied what he claimed were the French principles to England. These were broadly the same principles which he had enunciated in Common Sense. However, he proposed not only political changes but also far-reaching social changes, including the abolition of the Poor Law, a graduated income tax, the removal of all sinesure, and the institution of maternity benefits and old-age pensions. Even so, Paine's renewed attack on the hereditary system and his condemnation of the monarchy as a "silly contemptible thing" caused great controversy and bitterness, and indeed was a contributing factor to the suppression of "seditious" publications and of much radical activity in England during the Revolutionary and Napoleonic Wars and in their immediate aftermath.

Paine's third major work, The Age of Reason (1795), was partly written paradoxically in Paris under the threat of the guillotine. He had been compelled to move from England to France to avoid prosecution, after the publication of the second part of The Rights of Man and had become a French citizen in August 1792. The following month he had been elected a member of the Convention, but had been arrested and incarcerated in December 1793 after he had opposed the execution of Louis XVI. His life was only saved by the fall of Robespierre. The Age of Reason was an attack on state religion and every form of priestcraft and included an assault on the ethics of the Old Testament and the veracity of the New. This, with his rejection of the Christian God as a "bloody tyrant", served to divide Paine's English followers, although the work no doubt had a liberating effect on many minds that had hitherto been weighed down by the superstitions and fears that were then being incited by the churches and Sunday schools. In this way Paine was able to contribute free-thinking to the Nineteenth Century tradition. However, Paine was not necessarily opposed to organised religion on principle, for to him "every religion is good that teaches man to be good". Nevertheless, religious attitudes and beliefs had to be formulated in accordance with the natural rights of the individual and not within the constraints of a restrictive dogma.

Thomas Paine, through his direct connection with the American struggle and afterwards the French Movement, and through his major works and many other writings, can then be considered a great democrat, radical and free-thinker that had a great appeal to the popular intellect. Whether or not he qualifies as a true Lincolnshire worthy is debatable as his time here was so limited. Yet it would be inappropriate in this, the 200th year since his passing, for those with a concern to preserve the county's history not to acknowledge his fundamental contribution to radical thinking both here and abroad and to the political democracy that is now taken so much for granted throughout the western world.
THE LONG RANGE
DEVELOPMENT FLIGHT
AT CRANWELL 1926-1938

Peter Stevenson

Following the first powered flights by the Wright brothers in 1903, when their distances increased from a few hundred feet to many miles, the world records for height, speed and distance became news headlines. Prizes and trophies abounded, and national prestige led to fierce competition between air enthusiasts. By the beginning of WW1, the distance records had now to be measured in four figures.

The outbreak of war called a halt until 1919, when the competition was again resumed. This time, apart from private enterprises such as the first Atlantic crossing by Alcock and Brown (which incidentally was not a distance record at the time), it was the national air forces that were now the principal contenders.

The post-war RAF, only recently freed from military and naval control, was mainly concerned with reforming (on meagre funding) as a peacetime establishment with many overseas responsibilities. At the same time it was working hard to develop new aircraft specifications, and by 1925 quite a few of these began to enter squadron service.

Notable among the latter was what appeared to be a highly successful medium sized, general purpose, biplane bomber called the Hawker Horsley. Produced by the successor to the wartime Sopwith company, with a design team headed by the equally successful Sydney Camm, the Horsley soon gained a reputation for adaptability, weight carrying and range.

The "Father of the Air Force", Lord Trenchard, was determined to keep his new force fully under the spotlight. He was equally proud of his Cranwell College, which had the added advantage of having the longest airfield in the country, staffed with enthusiastic young airmen.

In 1926 Cranwell became the home of the RAF Long Range Development Flight, following the suggestion by Hawkers that suitable modified Horsleys could well make a serious challenge to the then World's Aviation Distance Record, then held by the French at 3390 miles.

Two standard Mark II Horsleys were modified to raise their fuel tank capacity from 230 gallons to 1,000 gallons (just under 4 tons of petrol). Coolant and oil capacities were proportionally increased. The
all up weight of the aircraft went up by 56%. The huge new petrol tank caused the cockpits to be moved further aft and the crew was given a camp bed!

The first of these Horsley specials took off from Cranwell on the 20 May 1927, with India as the objective. It barely cleared the wall at the end of the South Airfield. Piloted by Flt Lt C. R. Carr and Flt Lt E. M. Gillman, it was last seen passing over Ostend and Wiesbaden and then silence for two days.

Then came a report that they had been rescued following fuel problems over the Persian Gulf. They had however, covered a creditable 3,420 miles, 30 miles more than the previous record.

They had been in the air for over 35 hours in open cockpits! Their achievement was accepted by the FAI as a world record – but only for three hours! Lindberg had just flown the 3,590 miles from New York to Paris.

Less than a month later, the record went up to 3,911 miles when Chamberlin flew non-stop from New York to just short of Berlin.

Carr and Gillman made two more attempts the following month using the second Horsley but both had to make emergency landings shortly after take off due to fuel and lubricant leakage problems.

In the meantime the record had again been raised and it was felt that the Horsley was no longer a serious contender. Undismayed by its only short lived success, the RAF decided to issue a specification for a much sleeker high wing monoplane with a potential range of 5,500 miles, as well as having much improved accommodation for the crew.

Fairey Aviation was awarded the contract and work started in May 1928. Their plane flew in the following November and was delivered to Cranwell in December. It was a fabric covered steel and wooden structure with a span of 820 ft. and cruising speed of 110mph. Weighting less than three and a half tons empty, it could carry nearly four tons of aviation petrol. It had an enclosed, sound proofed and insulated cabin with a hammock bed and other creature comforts for a two man crew. These were to be Sqn Ldr A G Jones-Williams and Flt Lt N. H. Jenkins.
After a 24 hour endurance trial in February 1929 which covered 1950 miles, preparations were made for its first attempt on the Distance Record which had by then reached 4,467 miles. Its objective was to be Cranwell to Bangalore in India.

Take off was 09.37 on 24 April 1929 and all went well until after Baghdad when unexpected head winds reduced their ground speed, causing them to land at Karachi, having flown 4,130 miles in 50 hours 37 minutes, 337 miles short of the record. They flew back to Cranwell in April, and prepared for a second attempt. By September 1929 however, the French had raised the record to 4,912 miles.

On 17 December, 19479 now weighing over seven and a half tons, took off from Cranwell, whose airfield had been extended to 8,000ft, with South Africa as its objective. There seems to have been power problems as they crossed the Mediterranean during the night. Together with storm conditions which caused loss of height, just south of Tunis, they crashed into high ground. The aircraft was totally destroyed and both Jones-Williams and Jenkins lost their lives.

In spite of this tragedy, the Air Ministry ordered an improved Mk.II Fairey Long Range Monoplane. Basically, this was much the same as the Mk.I but had an undercarriage with spats, an automatic pilot and a completely redesigned fuel system. It first flew in June 1931, but the following month the Americans had topped the magic 5,000 mile figure by eleven miles.

K1991, now crewed by Sg t O. R. Gayford and Flt Lt G. E. Nichollett, carried out a proving flight from Cranwell to RAF Abu Suur in Egypt in October 1931. This cleared 2,957 miles. Unfortunately, on its way home, bad weather caused a forced landing in the South of England. The damage was not serious but delayed further attempts until early in 1933.

With the objective of Cranwell to Cape Town, K1991 took off even more heavily loaded on 6 February 1933. Although the auto pilot failed during the following night and bad weather caused diversions, all went well. However, realising that they were not going to reach Cape Town, they turned back and landed at Walvis Bay. They had covered 5,341 miles, gaining the world record to add to the RA F's records for speed and height. They had been in the air for fifty-seven and a half hours.

It was now 1933, and on due reflection, it was decided that a complete redesign of the Fairey to give it even further range, as well as a retractable undercarriage to reduce drag, was unjustified at this time. The rearmament programme
was just getting under way and Fairey's were now totally occupied with new contracts. Regrettfully, the RAF left the chasing of the Distance Record to others. For the time being at least, the Long Range Development Flight was grounded.

Vickers Armstrong, who had built the highly successful R100 (scrapped following the R101 disaster) still had a certain Barnes Wallace on their design staff. In the 1930s, he had developed the Geodetic Structure concept, which is best known in the Vickers Wellington, one of the few aircraft in operational use throughout the Second World War.

Rather as a 'Private Venture' to meet an interim single-engine, long range, medium bomber requirement, in the mid 1930s they prototyped the Vickers Wellesley incorporating Barnes Wallace's Geodetic construction principle. In this category, the Wellesley was an immediate success, with an exceptional load capacity combined with very long range capability. It soon equipped several squadrons, one of which was stationed at the recently reopened RAF Scampton.

It was decided 'upon high' that the RAF would have one last attempt on the World's Distance Record using the Wellesley. The Development Flight was reactivated. Four Wellesleys were specially converted by replacing their under wing bomb pods with huge 'suitcase' fuel tanks with other extra tankage elsewhere in the structure. Extra lubrication oil capacity and tropical cooling was incorporated. A new engine and cowling arrangement changed its front end. A third crew position was created with the usual facilities for very long non-stop flights.

Four such Wellesleys were thus converted and delivered to Cranwell. It had been decided that the RAF would attempt the record in formation and that the attempt would be made in a west to east direction and to take advantage of more favourable flying conditions in the tropics.

Meanwhile the Russians had entered the fray. In July 1937, an Antonov ANT-25 had gained a new record with 6,306 miles.

Once long distance flight trials had been completed, during which sadly one of the Wellesleys failed to return to base, the remaining three moved operations from Cranwell to RAF Ismailia.

Under the leadership of Sqn Ldr R. Kellett, the flight took off on 5 November 1938 with Sydney as their objective. One of the three was forced to land at Kapang in Sumatra, but the remaining two pressed on over the Timor Sea to land at Darwin, having covered 7,162 miles in 48 hours. The World Distance Record was now back firmly in the hands of the RAF.

With WW2 war clouds looming, this record was not challenged until 1946, when a US Navy Lockheed Neptune cleared the magic 10,000 mile figure with a flight from Perth in Western Australia to Columbus, Ohio - 11,250 miles in 55 hours.

Then, two years later a Boeing Superfortress flew round the world non-stop.

The RAF's post war commitments put them in no position to challenge these, but with flight refuelling, then space travel, non-stop distance records ceased to have much meaning.

The RAF Long Distance Development Flight, largely forgotten after the Second World War, is just one interesting chapter in Cranwell's long and equally interesting history.

NOTES AND QUERIES 77 ONE

LINCOLNSHIRE RHYME

My mother, Celia Phelps (née Lawrence) was born in Lincolnshire as was her father, Frank Lawrence, and his ancestors. I am currently researching our family ancestry and am progressing really well. My mother has told me about a poem her father used to recite, which is a special memory for her. She can't find the poem and I was hoping you could help me. The poem (recited in a Lincolnshire accent) my mother thinks is called 'Killing the Pig'. I have written below what my mother remembers as it was spoken. Mum would be over the moon if the poem could be found and some history explained.

Caroline Coomansingh, Cardiff

I'd love you about a fortnight ago
When we killed pig out in sty
It wasn't 'alf a badden
Twenty eight stone or so
Yes I know you expected a fry!

I got up real early, the copper I lit
And it well boiling by eight
When Charlie came down just for a bit, until we could see work right.

We'd mince ples and pork ples
And hasset as well......

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TWO LINCOLNSHIRE FAMILIES:  
DE LOUTH AND VICKERS  

Part 2: The Vickers family of Nettleham  

Philip Vickers  

The surname Vickers is widely known in Lincolnshire but it was only in the past three years that this particular branch discovered its origins in the county and has been able to trace back to the 1700s. 

This arose through research by various members of the family in England, France Canada and in Lincolnshire itself, assisted by the Lincolnshire Family History Society (LFHS). 

The furthest back recorded William Vickers married Elizabeth (unknown) in Nettleham, their eldest of seven children being George, born about 1726. 

However, there is also a record of John Vickers of Ludford who married Frances Broxholme of Oversby in 1606. 

Some present day members of the family still live in Lincolnshire and others are dispersed over Scotland, France and Canada as well as parts of England. 

Various opinions are held as to the origin of the name Vickers: a substitute parish priest or, in Old French, a vicarious person. It is found most commonly in Lincolnshire, County Durham and Derbyshire. However, a more profound reason is that it derives from the Latin vicarius, meaning “second to a chief”, someone capable of replacing him in certain functions. 

In Roman times a Vicaire would be responsible for a subdivision, or “diocese”, acting on behalf of the Prefect, or Praetorian (Guard). 

A diocese was originally a subdivision of the Roman Empire, an area occupied by a Roman General. A Vicaire in ancient times was also a ‘Champion’, someone who would substitute for another in man-to-man combat or be subject (vicariously) to trial by fire or water for another. 

The title was later adopted by the Roman Catholic Church for an ecclesiastic who assisted a bishop or a parish priest in their functions. This usage followed the collapse of the
Roman Empire.
On this definition the predominance of Vickers around Lincoln later takes on more significance with the Roman presence there and the use made of local people by the Roman administration of the Colonia at Lincoln as assistants in running the fortress.

Some seventy years ago this family made an effort to trace its origins but got no further back than John Vickers, born about 1824 in Glenworth, the son of Edward and Jane Vickers (née Lyon) who had married at Scampton in 1819.

John was a coachman (1854) and an Office Keeper (1871) at 4 Whitehall Place, London. This was the office of the Metropolitan Police Commissioners and its rear entrance was a police station in the precincts of Scotland Yard.

He had previously been an agricultural labourer on a farm at Scampton. John was the first Vickers to leave his native county and was the founder of the more urban Vickers who persist to this day.

John married Harriet Hills in St George's, Hanover Square, in 1853. Later research took his line back to Edward and Jane (Welton by Lincoln and Glenworth), George and Sarah Vickers née Barker (Nettleham). George and Elizabeth (Nettleham) to William and Elizabeth Viers who had seven children, all born in Nettleham.

Nettleham being the cradle of the family we visited there in 2008, the first visit by the family since John left the village sometime before 1854. We found no fewer than twenty memorials and gravestones in the two churchyards at All Saints' Church, the earliest being dated 1828 and the most recent 1972 (Willied Cowen Vickers).

Frederick Vickers' name is inscribed on the 1914-1918 war memorial in the church.

Seven Vickers are listed in the Commonwealth War Graves Commission 'Casualty Results' so we are not sure which one applies, nor are we even able to confirm that he is a direct relation. A wooden memorial plaque in the church commemorates Walter Vickers (+1949) for 59 years organist at All Saints.

Pearl Vose's Nettleham Yester-Year's illustrates numerous Vickers. On page 47 a Vickers farm is shown about the time of the First World War. Other photos illustrate the United Methodist Sunday School Treat of May 1912 with a Vickers at the head of the 'Going Round the Wagons' procession, a custom that died out in the 1950s.

Our initial check of villages in Lincolnshire numbered 31, but it is certainly not complete. We visited 22 of these plus Harpswell where two members of the family are buried in St Chad's churchyard.

In Lincoln we found 37 Greatwell Street where Edward Vickers (shepherd/farmer) lived in 1871. He is buried in St Peter's churchyard. No 14 Carline Road is where George Vickers lived in 1871. It is called Bellevue Cottage today.

Just above and behind is the Lawn, the gardens worked by George after the lunatic asylum was built there in 1820. This was a pioneering asylum, the first in England to abandon physical restraint and isolation, even doing away with high walls to give a sense of freedom.

The LHIS revealed that 'Edward, son of George and Sarah Vickers potters' was baptised '18 day of September' 1792. George and Sarah had been married in Mablethorpe church so we drove over to Mablethorpe where we found the churchyard but no church! We discovered that the church (originally 1561) was rebuilt in 1878, retaining the Norman chancel had been declared redundant and demolished in 1981. We were 27 years too late! A new house, called Walnut House, looks down on the churchyard and no doubt stands on the site of the ancient church.

Of particular social history interest are the travels of Edward Vickers as shepherd/farmer from his origins at Welton. He went from there to Scampton, where he married Jane Lyon, to Glenworth, where three of his children were born; to Dunholme; then over the county westwards to Marton, where his son Harrison Vickers was born; to Authorpe, where Jane Vickers was born in about 1840; to Walesby (1873); finally to Lincoln, where he died at 37 Greatwell Gate.

By 1792 Edward Vickers was no longer in possession of his own land, a victim of the 'grimiest and most brutal period in English rural history' resulting from the enclosures and the Agrarian Revolution of 1700 to 1750, forcing 40 per cent of the rural community to abandon the agrarian life.

1758 saw the 'Peasant Riots'. Under the Lincoln Enclosure Act of 1767 the maximum penalty for resisting enclosure was deportation for seven years. Few returned.

However Edward was by this time no doubt a travelling shepherd, participating in one of Britain's major exports: wool. But by 1824 it seems the Vickers had left the land altogether, at least until a later Vickers became a 'gentleman farmer' some time in the 1950s.

In more recent times, Joan Vickers, a great-granddaughter of John Vickers (the first Londoner in the family) entered the House of Lords as Lady Vickers of Plymouth: something of a social leap in four generations.

In 1877 Henry Edward Vickers (the writer's grandfather) married La Rhiennie La Vecchione Jeanette Betsy Restall Chapman de Louth, scion of the ancient house of Richard St Clair de Clerc de Lindsay, a Companion of William the Conqueror (Falaise Roll). In this way two Lincolnshire families met up, as briefly summarised in the first article entitled 'Two Lincolnshire
Mystery picture

Who can name the village in this photograph that appears to have been taken in the 1920s? The group in the foreground could be sharing a confidence or perhaps enjoying a joke. Does anyone recognise any of the people in the picture?

The Peculiar People

Are there any records of the sect The Peculiar People, popularly known as 'The Blackstocking Religion' because of their mode of dress, carrying out mission work in Lincolnshire?

Essex was a stronghold of this group and they conducted open-air meetings and baptisms elsewhere in the late 19th and early 20th centuries.

I believe that there were still elderly adherents to this faith living in the Burgh-le-Marsh area thirty years ago.

Nigel Kirkman, Malmesbury, Wilshire
The Steps leading from the Stonebow to Waterside North, Lincoln

In *LP&P* no. 76, Pearl Wheatley drew attention to some aspects of William Watkins’ *Report as to the Structural Condition of...The High Bridge*, which he presented to Lincoln Corporation in 1902 (copies listed in Lincoln Central Library catalogue). She drew particular attention to the east side of the bridge, including the obelisk, the urinal, and the steps, using Watkins’ no 2 drawing to illustrate her note. Study of his no. 1 drawing at basement level helps to elucidate the points raised (figure 1).

To take the steps first, in addition to those leading from the Stonebow to Waterside North, there was another set leading down to the water’s edge, *underneath the bridge*. Originally there were such steps on both sides of the river, probably marking the site of the ford that was left open when the stone bridge about 25 feet wide was built over the River Witham in the middle of the twelfth century.

At a later medieval date, a quadripartite arch, or cross-vaulted undercroft, was added to the east of the bridge to carry the chapel of St Thomas a Becket. This arch is picked out in figure 1 by the letters E and R, belonging to the word RIVER, inside the plan shape of the arch seen as a cross. This plan shape is now represented above the arch by patterns on the surface of the High Bridge. It has to be emphasised that the chapel platform was not part of the highway, and the ford remained open *underneath* its complex arch. Not only were there west and east arches, like the bridge itself, to allow the passage of the river (and these survive of course), but also north and south arches. They were blocked up in the Victorian period, but are still visible—take a river trip and see for yourself.

By 1902 the steps down to the river on the south bank had...
gone. This made it possible to replace the steps running parallel with the river onto Waterside South, with the present incline. The steps leading from the Stonebow survived longer, probably because they gave access to the storage cellars underneath the road, which Watkins labelled "vaulting".

That was only an occasional use. The prime object was to provide an everyday route for pedestrians coming from the Stonebow direction to walk down into "the void" to get on to Waterside North. Today such traffic has to make use of the other set of steps on the north side that run parallel to the river.

On the extreme right of the engraving (figure 2), the exit from the void can be seen, between the parallel steps and the wall of the Lord Nelson Inn. Pedestrians walking south along the frontage of the inn would turn left and emerge from the void to continue along Waterside, past where the man in shirt sleeves is leaning on the wooden railing (and in front of the parallel steps).

Allom's engraving demonstrates the great bulk of the obelisk - I can't think why it did not register on my eight-year-old mind before it was removed in 1939, as I was frequently taken to Stokes' cafe!

The obelisk replaced the chapel and related buildings in 1763, and apart from looking grand, it also contained a water conduit cistern, the source of the water being on the spring line above Monks Lane (now Road). (The obelisk is now at St Mark's shopping centre). On the south side of the river a little way under the bridge, patches of light betray the fact that the south arch was still open.

The urinal came 'only a few years ago' wrote Watkins in 1902. It stood on a structure probably erected to shore up the arch, with the urinal as an "optional extra". He also said "we should be glad to see [it] removed", but not for the reason Pearl surmised, since Lincoln acquired a complete system of underground sewerage in 1881, to which the urinal must have been connected.

The void in front of the Lord Nelson would have been dangerous if the traffic going over the bridge had not been prevented from falling into it by a set of railings (figure 3). By June 1907 these railings had been taken down and the road widened. The void had been roofed over to form part of the pavement (figure 4).

The Lord Nelson and the adjacent building to the north were taken down soon afterwards, which almost certainly led to the void being converted into the gentlemen's

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**Figure 2. 'The High Bridge over the Witham, Lincoln', drawn by T. Allom and engraved by J. Tingle, published by Fisher, Son and Co., London and Paris, 1836 (but the date of the drawing may have been some years earlier).**
toilets that are still there, although the outdoor urinal survived with the obelisk until 1939. The toilets were provided indirectly with daylight by means of a very heavy glass skylight in the new pavement.

**Sources:** This note is based substantially on Watkins’ report, but I have also benefited considerably from discussions with John Herridge, Maurice Hodson, John Lord, David Stocker and Rob Wheeler.

A photograph published by Laurence Elvin in his *Lincoln As It Was*, volume 3, page 21, shows that there was a short footbridge at right angles to the length of the void, connecting the High Street pavement to the ground floor of the **Lord Nelson**, whereas people entering from the floor of the void found themselves in its basement.

There is a good photograph of 1900 in Morrison’s supermarket (at the far end of the check-outs) which shows the void marvellously well before its conversion.

When Peter De Wint painted his view of the cross-vaulted undercroft, which shows steps leading down to the river under the south arch, he would have used the corresponding steps leading to the water’s edge under the north arch to obtain the view. See John Lord (ed.), *Peter De Wint 1784-1849 ‘For the common observer of life and nature’*, Lord Humphries, 2007, Plate 90, The Devil’s Hole, Lincoln, 1806-12, pp.188-89.

**Figure 3.** Part of a rare photograph of the **High Bridge**, c. 1865. Courtesy of Maurice Hodson Collection.

**Figure 4.** Part of a photograph taken in June 1907 by P Jones, a Lincoln photographer, on the occasion of the Royal Show – hence the obelisk is ‘dressed overall’, to borrow a naval phrase.Courtesy of Maurice Hodson Collection.
The Lincoln Beet Root Distillery

Chris Page

This is the second of two articles which provide a review of the research currently being made into the Beetroot distilleries in Lincolnshire, and follows the paper on the Louth distillery.

Both these distilleries were part of a national experiment, sanctioned by the Customs and Excise, experiments that were established through the encouragement of William Dray, who manufactured the distillery equipment.

Dray had developed a highly successful agricultural machinery business based at Swan Lane, Upper Thames Street, London, and at Farningham in Kent, and gained the rights to manufacture the French Lepay distilling apparatus.

He organised these experiments in conjunction with individual entrepreneurs, and in all, eleven such schemes were set up across the country by 1859.

Dray had become well known as the English manufacturer of the Hussey corn reaper. This reaper had taken the agricultural world by storm when first introduced, along with its rival by McCormack, at the 1851 Great Exhibition, signalling the beginning of mechanising the corn harvest in Britain and Europe.

The distilleries were designed to produce alcohol from the sugar extract found in beet root. Two varieties of root were used; the first being Mangold Wurzels which had become well established as animal feed, while the other, the White Silesian root (sugar beet), was less well known. Both could achieve high levels of sugar content given the right growing conditions; with the Silesian root producing the greater amount.

The establishment of a distillery in Lincoln was due to the enterprise of two men: Toynebee and Best. The possible identity of these two men seems to be Richard Toynebee, a solicitor, and William Best, a brick maker, who were the partners operating the Cross O'Cliff brickworks. It is as yet unclear how they, or any of the others who set up similar distilleries throughout the country, became inspired to enter into such an experiment. They were certainly venturing into the unknown, although such businesses were flourishing in Europe, especially in France and Belgium.

The possible rewards for producing alcohol from beet roots were predicted to be high but so were the capital costs, as the project required a large area of ground, and extensive buildings and machinery.

Toynebee and Best may have gained knowledge of this project through articles in the agricultural press such as the influential Agricultural Gazette and Farmers' Guardian. Also the Mark Lane Agricultural Journal reported on the operation of the first experimental plant installed by Mr Dray on his own farm in 1856.

A further influence may have been more local, concerning Henry Friddleton Kemp, who had established the Louth Distillery with William Skye. Kemp had taken a tenancy of one of Lord Monson's...
farms at South Carlton in 1856, and Richard Toyne was land agent managing these estates. It could be speculated that there may have been some discussion regarding the developments of these distillery projects between them.

However the links were formed and however the partnership between Toyne and Best developed, the distillery at Lincoln had started by August 1857. The work began on Monday 10 August on land behind the Blue Anchor public house, on the High Street in Lincoln. It covered an area of 7,196 square yards, running from the public house down to the banks of the River Witham, where there was a frontage of 76 yards, including a wharf.

This is on the site later occupied by Ruston's woodworks, as shown on Padley's plan of 1868. It was reported in the newspapers that Toyne and Best had purchased the rights of the 'patented plans' from William Dray, which gave exclusive coverage 'to a large district having Lincoln for its centre'. This indicates that they expected the process to be so popular that they wished to ensure that no rival enterprise would be built in the area.

As well as the alcohol from liquid extracted from the beet they also intended to turn the pulp into animal feed. Such pulp, they said, would be 'more valuable as a food for cattle than the root itself', and by March 1858 the demand for this cattle and sheep feed had excelled their expectations.

Yet they were also exploring another possibility for this residue, where it could be turned into paper. For a time this was actively discussed, as it was indicated as having been tried successfully elsewhere, but in August Toyne and Best finally opted for selling it as animal feed.

The factory was nearly completed by early November 1857 and by the beginning of the following January it was in full working order, with the initial trials being made for the production of alcohol.

It must have had quite an impact on the local community as the newspapers reported that long lines of carts laden with Mangold Wurzels had been passing through the city on the way to the new distillery for several days. There were between 30 and 40 tons of the root arriving each day from Carlton and its neighbourhood, and many more 'leading agriculturalists' were growing beet to supply the plant's needs.

There are no illustrations of the Lincoln works but the later disposal sale does give a detailed account of its construction. The distillery itself was a light, lofty single storey building, 78 feet 6 inches long by 39 feet wide, with folding doors at either end. There was a counting house and a square, 90 feet high, detached brick chimney, whilst alongside were two other single storey warehouses, each with folding doors, one being 31 feet by 28 feet and the other 33 feet by 12 feet 6 inches, and finally there was also a manager's house of five rooms.

Inside the distillery there was a copper rectifying column, a wrought iron rectifying boiler with two copper coils and a copper head and neck, which must have been spectacular. The plant was equipped with two wrought iron refrigerators, testing apparatus and a spirit safe. This is an early example of the use of refrigeration, with commercial plants coming into operation following the invention and patents of James Harrison c1855.

Dominating the machinery were five circular wrought iron stills or root boilers and twelve iron bound vats of 960 gallons each as well as a 400 gallon charcoal spirit filter.
Power came from a 20 hp multitubular boiler and an 8 hp direct acting high pressure steam engine made by William Dray. He had gained a prize for one of his engines at a Lincolnshire agricultural show a few years earlier. This engine turned 30 feet of shafting to power the various pumps and the root washing machinery.

By 29 November 1857 the machinery was operating and the Mercury reported that the plant had succeeded in producing “spirits of very fine quality and great strength”. However, a couple of months later saw a note of caution creeping in when they admitted that ‘had the plant been better constructed, two to three gallons more spirit to every ton of root could have been produced’, and leakage was identified as being a problem. 

On Monday 19 April the working season for the distillery terminated, and the newspapers reported that the company was much more optimistic about its performance, considering the ‘difficulties and stoppages usually attending newly organised plants, especially of this description’. They seemed to be very well satisfied with the results, which amounted to 6,000 gallons of proof spirits having been produced, and which was noted as being of “exceedingly high quality”. That optimism was reflected in their encouragement to farmers to grow more crops of these roots to supply the plant in the forthcoming season. They were trying to persuade farmers to plant the White Silesian beet as it possessed the potential for a higher sugar yield and they were suggesting that around 30 to 40 tons to the acre could be achieved for the crop.

In addition, they proposed that the distillery would be ‘greatly enlarged and extended’ so that it could produce three times as much as it did in 1858. To that end they began to construct new buildings “according to the designs and plans of Mr. William Key, who was managing and superintending the work.”

When the Inland Revenue Commissioners presented their Second Report to Parliament on 12 May 1858, they identified Lincoln, along with another distillery at Reading, as having produced the largest amount of spirit per ton, at 9.5 gallons. At this point the Lincoln plant had been operating for about 16 weeks and had processed over 600 tons of roots, yielding 5,710 gallons of proof spirit that was charged with duty.

However, as 100 tons of those roots had produced almost no succharine at all and therefore very little spirit, it meant that Lincoln could have produced the greatest...
amount of spirit per ton for that year over the other plants. The remodelling of the distillery was completed by late January and it was working at full capacity with an increased amount of the White Silesian beet being used along with the Mangold Wurzel. This was yielding what was reported to be 'an exquisite spirit', giving almost three times the quantity of spirit than in 1858.

In addition they were improving the sale of their pulp residue by installing a hydraulic press to allow them to produce 'good, sound and nutritious cake', which is compressed in the form of large slabs.

The operations continued throughout the 1858/59 season, which began that November, with little incident until 14 April, just as the season was at its close. On that day William Camm, who was employed to charge and discharge the five main root boiling cylinders, was sealed, dying later at the County Hospital.

The inquest gave an insight into the workings of this part of the factory and it showed that the manager, William King, kept a close eye upon the operations. The incident occurred when Camm took the top off the cylinder to take out the root pulp after steaming. On removing the last bolt the lid blew off to a height of 3 feet and covered Camm with steaming root pulp. His assistant Matthew Curtis, whose job was also to manage the vats, escaped but he was able to describe the incident to the coroner's jury.

The reason for the accident was not clear as King was responsible for the control of the steam valve and safety valve and these were in their correct position. The expert engineer Joseph Lee, from Wolverhampton, was called, and he concluded that the action could only have resulted by the introduction of steam just before opening.

The conclusion was that Camm had knocked the steam valve on with his boot and then turned it off when he realised what he had done. He then failed to release the pressure in the cylinder by operating the safety-valve.

Another point to arise from the description of this incident was that each of the cylinders, which could hold 200 gallons, was usually only half filled. This possibly indicates that they were not operating to full capacity in that season. This interpretation that the project was not proving viable, despite the investment in new equipment, is later supported by the actions of Toynbee and Best in April 1860.

Rather than go bankrupt, the two partners decided to sell up and concentrate on their main businesses - Toynbee on his law practice and Best on running the brickworks at Cross O' Cliff. They dissolved their partnership on 20 February 1860.

The sale of the machinery and premises at the Lincoln distillery was carried out by the company that had disposed of the Louth distillery, Fuller and Hossey of London. They divided the sale into two parts, advertising the land and buildings under five lots, with a separate sale for the plant and equipment.

The sale notice described the site and illustrated just how extensive the land holding was. The two sales were held simultaneously on the premises at 1 o'clock on 24 April 1860, and the successful bidders for the main buildings were William Taplin, a well-known surgeon, and Joseph Lee, the engineer who had examined the plant at the time of William Camm's accident. Their use for the site was to set up an engineering works, and the story of that enterprise will be the subject of a future paper.

NOTES

1. Lincolnshire Past & Present, No 76, Summer 2009, pp.15-17
4. Richard Toynbee's law practice later became known as Toynbee, Larkin and Evans, and the Lincolnshire Archives (LAO) holds their records under the TLG deposit.
7. MON25: 13/10/10 09 & 110.

NB Since I completed this article there has been a suggestion that the Toynbee concerned was not Richard the solicitor but Edward, a brother described as an engineer and agricultural merchant. The London Gazette for 14 September 1860 describes his bankruptcy but gives no detail about a distillery. After research I hope to clarify this point in a later issue. Chris Page
Recently I have been reading quite a lot about the 1930s—a period I recall as a young teenager, beginning to be interested in the wider world, and hearing, though often not understanding, the adult talk around me.

For my generation, what then followed, the Second World War, was a great watershed, separating childhood from adulthood, but also delimiting two different periods in British society. A dominant theme in the 30s was the argument over appeasement and anticipation of war—and into this political arena stepped Oswald Mosley and the Fascist movement—for a while a stronger influence in Britain than many people later cared to remember.

In my reading I came across a reference to a mass meeting by the British Union of Fascists in Grantham in 1934. It was addressed by Mosley and fully reported in the Grantham Journal. I also recalled a quotation from the historian G. M. Young that links the big happenings of history with everyday life at local level, which is what we are principally interested in—about the importance not just of ‘what happened in history’ but about ‘how people felt about it as it was happening’—something that is largely absent from the ‘kings/queens/battles’ type of history.

The short article that follows describes the event (‘what happened’) and asks if anyone can throw light on ‘how people felt as it was happening’, specifically in the mainly rural society of Lincolnshire.

Norman Whiting

MOSLEY IN LINCOLNSHIRE

In May 1934 the Grantham Journal carried a two-column report headed ‘The Fascist Case: Leader of Movement in Grantham’. The occasion was an open-air meeting on a Saturday afternoon in Wice Westgate, addressed by Sir Oswald Mosley, founder two years earlier of the British Union of Fascists (BUF).

His audience was variously estimated as from six hundred to a thousand people and included such local dignitaries as Lord and Lady Brownlow and Colonel W. Fane, Chairman of Grantham Conservative Association.

Mosley, supported by a group of Blackshirts (uniformed members of his BUF), spoke mainly of the problems of agriculture. Today’s older generation may remember their parents’ stories of the tense political climate of that time, with the emphasis mainly upon the urban scene—the ‘battle of Cable Street’ in East London, and the Nuremberg-style fascist rallies at Olympia and Earl’s Court; but Mosley realised that his movement needed support in rural areas at a time when agriculture was suffering the long depression of the 1930s and the growing competition of foodstuff imports from overseas. The Grantham meeting was part of a BUF campaign in important agricultural areas.

In his speech, under the motto ‘Keeping Britain for the British’, Mosley advocated the exclusion of foreign imports (‘Britain first, Dominions later, foreigners nowhere’) and claimed that the Fascist movement would create conditions in which it was possible for the farmer to do his job’, his income would be increased and the wages of his workers would be raised. ‘The future of our race’ he said ‘depends upon the countryside... in the country, in generations gone by your ancestors and mine produced and bred the race of men who built the British Empire.’

Mosley skirted around answering a question, not specified in the Journal report, about Mussolini and Fascist Italy, but asked about his attitude to Jews he said that there was ‘no racial persecution under Fascism—Fascists believe in complete religious freedom and tolerance.’

He thanked Grantham for ‘a most courteous hearing’ and the Journal reported ‘so great a response to Sir Oswald’s “stirring speech” that the BUF has decided to open a local branch, assuring anyone joining that they need not wear a black shirt... but wearing one helped the movement and showed its strength.’ The contact was given as Mr H. E. Smale of Alford Street, ‘who is to handle the local organisation of the movement.’

The great historian G. M. Young wrote: ‘The real central theme of history is not what happened but what people felt about it when it was happening.’ The ‘what’ of the inter-war period, the economic and political facts, are fully documented; but just how much did Mosley’s ideas influence the British public? It is on record that he was strongly supported in some powerful circles in politics and in the national press, but how effective was his rural initiative? Did the local BUF branch flourish? Was the emergence of a Fascist party in Britain talked about in the village pubs of Lincolnshire? What did ‘the people feel about it when it was happening’? And have we, in another period of economic and political uncertainty, anything to learn from history?

Norman Whiting

Lincolnshire Past & Present No 77 Autumn 2009
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 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.


Walter George was a Grimsby fisherman. This short memoir tells how he met his wife Con Doughty and his sea-going life. His wife spent much of her childhood in Great Ormond Street hospital and Walter tells of her early struggles, her inability to have children and her death from cancer. The majority of the letters are those he sent home during the war with a few later ones from trips in the North Atlantic. More dates and links between the letters would have been beneficial.


The coincidence of name led the author to explore more of the saint's life. Mr Almond was ordained at Boston in 1979 and served in the dioceses of Ely and Peterborough as well as twenty years in our county. He was intrigued to find that the only saint with his name was born only a few miles from his own Lancashire birthplace, who was a Catholic priest in Elizabethan England. We are given details of the state of the church in those troubled times in which Almond was imprisoned at least twice; his refusal to take the oath of supremacy led to his execution in 1612. This is a well produced account: much research is presented in a very readable manner.


The book follows the usual plan of this series. We start with accounts of the legal background and timetables (here 1869 to 1958). Then, beginning at Saxby with photographs and detailed maps from the large scale Ordnance Survey of about 100 years ago we move eastwards, stopping at all stations to Long Sutton with each treated in a similar fashion.

A long final section records the end of the line in 1939 with many
pictures of the closing scenes. There is a great amount of research enshrined here, well produced, and for all the county's railway historians this is a 'must'.


In 1984 Professor Webster of Nottingham University produced a transcript of the above returns for the county (not submitted for review since there were only 200 copies). This is now long out of print. The LHFS had the approval of Webster's widow to produce a micro-fiche edition, followed later by a floppy disc version. When LHFS decided to make a CD version it had to obtain copies from the House of Lords Record Office of the original films. Discrepancies were then noted between these and the Webster transcript. After much effort we now have a 'pukka' edition, with some previous gaps filled in. Not all lists have survived. Kesteven being poorly served, Holland much better and Lindsey the best.

The parishes are arranged under wapentake and the lists show what parishes form a particular wapentake. Under each parish is then recorded the names of all the men over 18 who were required to take an oath of allegiance, ostensibly to King Charles but, in reality, to Parliament. It amounts to a census for 1641, since even those not taking or refusing the oath had to be listed. It is easy to locate parishes, the names of people within each; the name indices permit one to view all with that name and in what parish it was recorded.

Altogether the CD comprises 580 pages of lists, the words of the oath and explanatory notes. It is astounding how many men there were then in what are now quite small villages.


While it is normally outside the remit of the editor to include reviews of novels this one involves real people with strong county associations and an exception could be justified. In the early 1840s, Alfred Tennyson, having left Somersby for good in 1837, was living near High Beech in Essex. Nearby was an airship run by Dr Matthew Allen and one of the people being treated there was the poet John Clare. While Clare is always regarded as a Northamptonshire poet, he did work in Lincolnshire and has important associations with Stamford.

The novel centres on the proximity of the poets, the fact that Tennyson's brother Septimus was also a patient of Allen's and, in the next few years, Allen devised a scheme to make a fortune by producing machine-made wooden designs for houses, churches, etc. Tennyson was persuaded to invest money in the project, which finally collapsed, leaving Tennyson the poorer by some £8,000. All of this is dealt with in a fast-cutting, almost filmic fashion, which graphically and, often, poetically, focuses on the manic behaviour of the inmates, Clare's wish to get away, back to his wife and home, and Allen's own obsessions. Fictional elements include Allen's daughter's falling for Tennyson and Clare's involvement with a local gypsy encampment.


The first book I've ever seen from Albania. The author was sent to Ruston and Hornsby in Lincoln to learn more of engineering in 1927. There is little of the factory here. A charming picture emerges of how life in the town compared with his home life in the Balkans and how much is changed compared to life in 'modern' England. The text has some Americanisation and could have been better proof read but it is an enjoyable read.


The author has written several books on military flying in the first area. This is unusual in that it covers in great detail civilian flying for pleasure in south Lincolnshire, but also including Lincoln. The first balloon ascent in this area was in October 1811 when an aeronaut from Birmingham landed at Burton Pedwardine; thereafter, many more flights started or ended here and soon passengers were carried, as at Stamford in 1825 when two locals flew for 18 miles at a height of 6,500 feet. By the late nineteenth century balloon ascents at village or town shows and fêtes were commonplace and the first fatality in the region occurred when a young lady parachutist fell from a balloon during a show at Fletton, near Peterborough. Aeroplanes arrived in 1912 and flying exhibitions took place until the war of 1914 put an end to them.

After the Great War surplus mili-
tary aeroplanes were cheaply and easily available. This gave rise to a decade of joyriding from fields around the Fens and barnstorming displays, which became more sophisticated, as did the aircraft, culminating in Alan Cobham’s Flying Circus, which toured the country giving air displays. Again a war put an end to all this but the last chapter covers civil aviation in the post-war period. There were new aerodromes at Boston, Wyborton, Crowland, Postland and Holbeach St John Fenland among many others and, who would have thought there was once Spalding Airways!

All this is covered with many photographs, tables of balloon ascents and flying exhibitions in the early days. It is an important contribution to both aviation and local history.

*Terry Hancock, Cherry Wham.*


Suzannah Lipscomb is a Research Curator at Hampton Court Palace and she has produced a worthwhile addition to all the Henrician literature. Her argument is based on the premise that 1536 was a pivotal year for Henry as it seemed to mark the change between his being a hand-some, affable but egotistical monarch to becoming a tyrant. She charts the progress of the year with the deaths of two of Henry’s wives – Katherine of Aragon and Anne Boleyn, the death of his two sons – Henry Fitzroy, an illegitimate son, and the stillborn son of Anne. It was also the year in which he suffered severe injury after a heavy fall from his horse in a joust. Henry’s pride, already damaged by the perceived treachery of Anne and her friends and his inability to provide a male heir, was further damaged by his injury which left him unable to joust again in an era where tournament and chivalry were important. His weight increased, his leg troubled him, and he became an old man.

The Reformation caused him problems too. The Dissolution of the Monasteries was under way by 1536, and Henry had become increasingly isolated from Europe after the Act of Supremacy of 1532 in which he declared himself Head of the Church of England in order to marry Anne Boleyn. His authority was severely challenged in 1536 by his subjects when the Pilgrimage of Grace (an armed rebellion which lasted for several months) began in Louth. Within a few days in October 1536, 10,000 men marched to Lincoln with a list of demands which they sent to the king. The author concentrates here on the later developments following the uprising in Yorkshire and other parts of the north of England. We read nothing, therefore, of the Lincolnshire repercussions, what happened to our local leaders and gentry.

However, this is an attractive book for anyone interested in Henry VIII at this time in his life. It has been well researched, as 15 closely printed pages of footnote references testify, and, above all, it is hugely readable.

*Helen Gristwood and Francis Sharman, Spalding*

**MURDOCH, Christine. Ladies in glass: the story behind a window in Boston parish church.** [The author, 2009]. 26pp. No ISBN. £2.50 pbk. This booklet comes opportunistically, as St Botolph’s, Boston, celebrates its 700th anniversary. A window in the church’s north aisle depicts ‘portraits’ of four ladies with local associations - Anne of Bohemia, Lady Margaret Beaufort, Anne Bradstreet and Jean Ingelow, the last being the only one with really direct connections to the town. These brief histories are well told and should whet appetites for further study.


Once again David Saunders has dipped into the rich seam of Caistor history and produced an engaging and entertaining little booklet. The title is, on his own admission, ‘... not exact’ as it begins with the great fire of 1681 and ends in about 1791 with the publication of the Universal Directory, in which Caistor was included.

In a mere 42 pages he covers aspects of life in this small market town between those dates - population, trades and professions, the clergy, schools, personalities, all meticulously researched, mainly from parish registers, house deeds, wills, inventories, and Quarter Sessions registers, and concisely presented in the author’s customary pleasing style. This is a very handy little book for the researcher and an interesting and informative read for the rest of us.

*Rosalind Boyce, Lincoln*

**TEES, Matt. Matt Tee on football.** [Cleethorpes, Jim Wright, 2009]. 30pp. ISBN 978 1 902871 14 1. £3.50 pbk (or £4 by post from Mr Wright, 33 Parker Street, Cleethorpes DN35 8TH). In the 1960s and 1970s Matt Tees was the idol of Grimsby Town fans. A centre-forward who had every-
thing—heading ability, pace, ball control, courage and an eye for goal. Tees gives a useful insight into the days when footballers earned £20 a week (only £10 in summer) and mixed with the fans in a way that is becoming increasingly rare among today's players.

SAINST, CHURCHES, HOLY WELLS and other aspects of our heritage IN LINCOLNSHIRE AND ELSEWHERE

Donald Nannestad

THOMPSON, Ian. Saints, churches, holy wells, and other aspects of our heritage in Lincolnshire and elsewhere. Scunthorpe, Bluestone Books, 2009. 119pp. ISBN 978 0 9537067 8 3. £8 pbk. Mr Thompson has collected together in a nicely produced book a number of papers published elsewhere. Indeed, sections on the Saints of Bardney, St Hybald and the early church history of Crowland, have previously appeared as separate booklets, reviewed in this journal in Spring, 2009 and Summer, 2007. To these have been added chapters on another saint, Patrick, and others on Alkborough, St Mary's church at Stow and other great English churches, wells, including county examples (and a longer piece on that in Bottesford Manor and Edward Peacock's involvement in it), and his selection of attractive smaller local country houses.

Finally, an appreciation of the poetry of Tennyson, which explores a range of his work while attempting to redress the neglect his poetry suffered during the author's time as a teacher. Readers will find much here to stimulate their interest. The author's views on wells, houses and churches should inspire many to visit the places to see for themselves. His accounts of the saints, as well as his other essays, are all firmly based on wide research, personal visits and years of serious study. They will appeal to all local historians.

NOTES AND QUERIES 77 SIX

LINCOLNSHIRE DRAGONS (Notes & Queries LP&P 75six)

When General Loft visited Buslingthorpe in 1832 he was told the story 'passed down from father to son for many generations' of the Buslingthorpe Dragon.

Sir John de Buslingthorpe and Sir St Paul of Snaftord both vowed to kill the monster. Buslingthorpe arrived first and killed it, but the two men quarrelled. St Paul was killed and Buslingthorpe mortally wounded.

Loft comments: 'I find, in many places, that destructive Wolves were called Dragons. It was the case with the one at Carlton, which Lord BARDOLPH fought from hence & killed at Walthgate &c.'

From General Loft's Lincolnsire Notes c1844-1844 (Lincolnsire Family History Society CD ROM)

Ruth Tinley

Diversion LINCOLNSHIRE MEN

Match surnames, place names and first names:

BASS ASWARBY EDWARD
FRANKLIN BOURNE GEORGE
LOGSDAIL GOULCEBY JOHN
MAKINS LINCOLN ROBERT
MANNYING SPILSBY WILLIAM
MARWOOD TORKSEY WILLIAM
Heritage under the hammer

Philip Earnshaw and Mal Jones

The late Brian Ayre with his collection

There will be many in the county familiar with the late Brian Ayre's collection of bygones through the Steam Weekends and other events he held at his property in Middle Rasen. Brian spent many years avidly collecting artefacts ranging from domestic items to machinery, with the dream of it becoming the basis of a future museum for Market Rasen.

In April 2008 he invited members of Rase Heritage Society to view this extensive collection and to explore what might be done with it. Unfortunately, before any progress could be made with the discussions, we were shocked to hear that Brian had suddenly passed away and our sympathies went to his widow and family.

The impression then was that nothing was to happen regarding the collection for some considerable time and so it took the Heritage Society by surprise when we learned that it was all going to be put up for auction, since we hoped to be able to obtain grant aid to purchase some of it. There were items of particular significance to the history of the town and its people which we did not want to go elsewhere or worse, be destroyed. A special meeting of the Society was therefore called to decide what we could do.

With the auction scheduled for 30 April and to run over three days, we had only three weeks to make preparations. The meeting of the year before had given us a good idea of the items in the collection that were relevant to Market Rasen's heritage but, having no money, the Heritage Society's first problem was to find ways of raising some to buy the items at the auction. One of our members came up with the idea, borrowed from the Vulcan Bomber project, of asking for pledges of money. Supporters of the idea of purchasing items at the auction were to be asked, not for a cash donation, but a pledge of an amount, which would be called upon when it was known how much money had been spent. We resolved to go with this idea and, with the support of the Market Rasen Mail, this scheme was quickly given publicity. Those who pledged money could, if they wished, state what kind of items they wanted the money to be spent on. This would especially apply where a business made a pledge and they could possibly have what they bought on display at their premises in due course. The newspaper article included a form on which to make the pledge. The response we received was heart-warming, for in a matter of a few days we had received pledges to a total of £3,200. Clearly there was a significant number of people in Market Rasen who supported what the Society wished to achieve. With deferred payment arrangements having been agreed with the auctioneers, we were ready for the auction.

From the auctioneer's prospectus and the public viewings before the auction, the Society was able to compile a list of those lots that were considered the most important to bid for. Many of the items were related to businesses, now gone, that had been in the town for decades: Hill the millers, Coates the ironmonger, Jevons the chemist, Barrell the chemist, the Market Rasen Brewery, Clacey's dairy, Nobby Clarke's Tuck Shop.

There were glass bottles, stone jars, shop signs, a business stencil, a mangle bearing W. II. Coates's name, a cattle cake breaker bearing the name of the Market Rasen Victoria Foundry Company, the printing plate for a share certificate relating to the Market Rasen Water Company, even the Market Rasen Mail printing press dating from the 1940s, together with copies of the Market Rasen Mail for a number of
years.

The large gold painted wooden key that hung outside Coate's the ironmonger in the Market Place for many years was well remembered and much commented on by many at the auction. There was a number of items relating to De Aston School photographs, magazines, exercise books, school reports, even an old school blazer. There were photographs of the town and its people. One particular item was a very large bicycle, which we understood had been used by a policeman in Market Rasen.

Day one of the three-day auction was on 30 April at the Corn Exchange in Market Rasen and was mainly of smaller items. Hazel Barnard, Rase Heritage Society's Chairman, had the responsibility of bidding on behalf of the Society at the auction. The event was well attended and bidding for many items was fierce but on day one we managed to acquire almost all of the items we wanted to save.

Day two saw the auction move to the Gillimore Lane site, where the buildings were stuffed full of items, including lawnmowers, bicycles, oil engines, domestic utensils and numerous other things, to such an extent that the auction actually took place in a huge marquee with the items displayed on a large screen.

By this time Hazel's mission at the auction was well known and gained her the sobriquet of 'the heritage lady' and some, not all, potential rival bidders were ready to back off when she showed an interest in a particular lot. Bidding was conducted briskly and, again thanks to Hazel, we managed to obtain most of the items important to us.

A gentleman contacted Hazel about the police bicycle. His wife was a relative of the seven-foot policeman for whom it had to be specially made! We did not bid against him for the bicycle and came to an arrangement with him over another item we wanted.

Day three saw the sale of the larger items, which were spread around the farm field. Again we had a successful day, acquiring some large shop signs.

The auction was over and we were very pleased with how it had gone but in one way it was just the beginning. One of the first tasks was to collect in the pledges and then show those who made the pledges what their money had bought. Now there is the challenge of storing what has been bought and finding ways of displaying it. Professional advice is being sought about the cataloguing and also about the proper storage, restoration and conservation of the artefacts. Then there's the task of researching the items to find out all we can about them and to put them into their proper Market Rasen context.

Suddenly we find ourselves on a very steep learning curve. The challenges are great but we are buoyed by the support that so many in the town have shown for what we are doing. We hope that what will ultimately come out of this will be something of which Market Rasen will be proud and that will be a fitting tribute to Brian Ayre, without whose enthusiasm and dedication none of this would be happening.