KILLINGHOLME FLYING BOAT JETTY

THE MERE Y STATION

BOOK REVIEWS

NOTES & QUERIES

MOVING FARMS IN 1915
LINCOLN CENTRAL LIBRARY

DICKENS’ LINCOLNSHIRE

A MIDDLE-CLASS HONEYMOON OF 1827

HEIGHINGTON WAR MEMORIAL

GRANTHAM’S HERITAGE

SYSTON KNIFE HANDLE

A PORTRAIT OF ISABELLA CARRE
There is such a wide variety of interests being represented in the current number that it is impossible to list all of them. It is good to note that many contributions are from SLHA members. One of these contributions is that of our Chairman, Stewart Squires, a topical item on the Great North Road in Dickens’ time.

It is well worth looking out for Lincolnshire references in fiction, and I hope readers will come up with some more. I struggled for several years with A.S. Byatt’s novel Possession, initially to savour the descriptions based on the late departed Bayons Manor. But I fear I found it heavy going, and only recently, when it was serialised on BBC Radio 4 did I finally unravel the actual narrative! On a less exalted level, as some might see it, I have been rediscovering Georgette Heyer, whose books were in great favour when I was at school – much romance and even humour, but before the days of the real bodice ripper. She wrote frequently about the Great North Road and the activities, especially hunting, in adjacent counties. I did note a Lincolnshire based estate somewhere near the Deepings in one book, and I am sure I made a note of it. Talking of Deepings, I once bought a copy of The Fenland Past and Present that had belonged to the (probably long forgotten) novelist Warwick Deeping. He was also a popular writer when I was at school, though at a slightly earlier period, but his style has not worn so well. I suspect that perhaps Warwick Deeping bought a book on the Fens in order to find out something about his surname, but he was probably disappointed.

We are approaching June and the now well established Lincolnshire Wolds Walking Festival. Several Society members are leading walks, and this is a delightful way to discover new parts of Lincolnshire or learn more about one you thought you knew. The walks embrace a variety of lengths and interests including history in the landscape.

Hilary Healey, Joint Editor

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Lincolnshire Past & Present Editors: Hilary Healey, Ros Beevers
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Cover picture: Portrait of Isabella Carre 1670-1721, copied by an unknown artist, probably in 1704; from a copy by Michael Dahl of c.1710; or of an original of 1682, probably by Henry Peachum. Photo by Simon Pawley, courtesy of Carre’s Grammar School Foundation.

Back cover: Arms of the Carre family and the Morpich of Brisol, seen on the wing and house of the 1834 Carre’s Grammar School in Sleaford.
A portrait of Isabella Carre

Isabella, the last of the Carres, has been sent to the Grammar School. She is five feet high and beautifully framed. Being the only girl in the school, I expect she will be popular. It is another touching instance of the deep interest taken in education (and his ancestors) by the Marquis of Bristol. Although the Town Pump remains a dry and empty Bristol memorial, Isabella is all right. She has got amongst the boys, and her influence upon their studies, I anticipate, will be profound. It is this kind of thing which promotes education. Compared with an oil painting of a lady who was painted originally in 1692, such a thing as a bursary is a poor and contemptible affair. Oil paint, canvas and gilt frame are stimulating. Every boy who gazes upon the last of the Carres can say to himself; "If I am ambitious and work hard, some day I may make a corner in wool as old Carre did, build up a big fortune, marry into a poor but noble family, and perhaps my descendants may perpetuate my memory in poems and portraits." It is an inspiring thought.

Sleaford Journal, 9 September 1905

Michael Turland

Generations of school-boys have been educated beneath the gaze of Isabella Carre, whose portrait hangs at Sleaford’s Carre’s Grammar School. The five feet high picture hung originally in ‘Big School’ (erected 1904) and now resides over the entrance to the school hall.

Isabella was the last of the Carres, a Northumberland family who arrived in Sleaford in the 16th century and made a fortune in wool. Born in 1670, she married, in 1688, John Hervey; but died in 1693 during childbirth.

This was a love match, and Hervey had several copies of her portrait made after her death, up to 1742, as we shall see. He became Baron Hervey in 1703; and the Earl of Bristol in 1714, a fact of relevance to the portraits. (The Marquisate was created in 1826 - when the Marquis’s brother-in-law Lord Liverpool was Prime Minister.)

Carre’s Grammar School was founded in 1604 by Robert Carre (died 1606). He was great-uncle to Isabella’s father, the Right Honourable Sir Robert Carre, Chancellor of the Duchy of Lancaster (1637-82). (It was her grandfather, Sir Robert Carre (1615-67) who gave the redundant family house in Sleaford to be almshouses in 1636.) The school was relocated to its present site in 1834; added to 1855; and greatly extended 1904-6. All of these buildings are still standing, but have largely been replaced since the 1950s.

In 2009, as part of a much larger project, ‘Art and Architecture in Sleaford’, the Sleaford History Group decided to investigate the Isabella portrait, namely who painted it and when; and when did it arrive at Carre’s? Our first port of call was a recent history of the school, which states that the picture is ‘a copy of an original by John Riley of Ickworth, Bury St Edmunds, which was presented by the Bristol family in 1905’. John Riley turns out to be probably the best portrait painter of his age (his contemporaries included Kneller and Lely, famous names - unlike Riley!). Riley (1646-91) - note the date of his death – was London based and, inter alia, court painter to William and Mary. However, the authors of the school history could not give us a source.

So the hunt was on! We discovered that the picture had been restored some years ago; however, neither Richard Hanwell, who funded the project, nor Peter Freeman, Headmaster at the time, nor the restorers (no old records) have any knowledge of its origins. The picture itself is now blank on the rear; but it seems unlikely that the restorers of about 1990 would not have retained any useful information in the restoration i.e. put it back on the rear.

But the picture does contain one clue. Family, at bottom left, is the inscription ‘Isabella Carre...’
wife of John Earl of Bristol'. Now Isabella died in 1693 and he was not Earl until 1714: so either this picture is post-1714, or the inscription has been added at a later date than 1693. As will become apparent, the former seems the most likely.

We found the donation in school records. In September 1905, the Marquis of Bristol apologises for his absence from the forthcoming meeting of Governors but says, 'I have sent a copy of my picture of Isabella Carre...' Receipt is acknowledged by the Clerk to the governors on 12 September. Further information appears in the local press, noting that the hand-over took place on Friday 1 September, of a copy of an oil painting, about five feet high and taken from an original dated 1692. (Sleaford Journal 09/09/1905).

Earlier in our investigation, we had contacted the National Trust at Ickworth, the Bristol family seat. They have a picture of Lady Isabella - the same one as at Carré's, with the same inscription referring to the Earl! But they also have John Hervey's expense book, which records his purchase of paintings of his wife (or wives, in fact): I attach the full details below.

We also wrote to the National Portrait Gallery. They emphasise that attribution in this case is extremely complex, requiring much detailed research - in fields in which we are not competent! Such a comparison of painting styles might, however, bring greater certainty to the conclusions reached below.

Returning to the Ickworth evidence: it is clear from the 1905 press report that we are concerned with copies of a picture painted in 1692 (assuming the information was correct in 1905). However, further confusion is created by local press reports of July 1882, of a major art exhibition held at Sleaford, with 9,000 visitors over 13 days. No doubt using information from the catalogue these state that the Marquis of Bristol had loaned a painting of Isabella Carre by... Michael Dahl.

Hervey commissioned Dahl in (probably) 1710 (paid for 1711, £21.10.0). This is the only Dahl in the accounts book and is described as 'dear wives picture'. Alistair Laing, National Trust Advisor on Paintings and Sculpture says that the picture of Isabella now at Ickworth 'as certain as such things can be' is that by Michael Dahl; and that the Earl used the phrase 'dear wife' only for Isabella not his second wife Elizabeth Felton.

That being so, the picture must have been painted from another original predating Isabella's death in 1693, presumably either the Brook picture, paid for in 1690 or that by Henry Peart senior, paid for in 1693. (If the Sleaford press is right in 1882 the Peart is most likely.) Secondly: the Dahl must have been subsequently altered to include the reference to the Earl, which he isn't for another three years i.e. 1714.

At which point, detailed consideration was being given to which of the Earl's copies had arrived in Sleaford. There were several potential candidates, including Brook (paid for in 1725); Henry Peart junior (1731); or Fayram (1742).

In fact, the Carré's portrait is by none of them! A further study of local press sources revealed a report in the Sleaford Gazette of 'today (Friday)'; i.e. the day the painting was handed over (which is why we had not spotted the reference earlier - one does not expect an event to be reported the day it occurs in a weekly paper). The Gazette states: 'The painting... is by a noted artist and is a faithful copy of the original which is dated 1692.' But it goes on to say referring to remarks by Mr Donne of Bury St Edmunds representing the Marquis of Bristol that 'It had given His Lordship great pleasure to have it done...'

So there we have it. The Carré's Grammar School portrait is probably a modern copy of 1904. The artist is unknown to us; and unlikely to be identified unless a reference turns up in the Bristol accounts (if they exist) for the payment for it - or enthusiasts for the artist identify it as one of his works! But it is a magnificent picture, and its restoration was well worth it.

Hopefully it will continue to inspire further generations of Carrè's pupils. There is perhaps, however, a degree of cynicism in the Sleaford Journal editorial of 1905 (albeit historical accuracy): 'If I am ambitious and work hard, some day I may make a corner in wool as old Carré did, build up a big fortune, marry into a poor but noble family, and perhaps my descendants may perpetuate my memory in... portraits.'

*The papers were printed and available on a Friday (1 September) although dated Saturday (2 September).

Acknowledgements

Many people have assisted in this investigation and we at Sleaford are certainly now well informed as to John Hervey's commissioning of portraits of his first wife.

I must thank firstly the research team locally - Dr Simon Pawley, Christopher Micklethwaite, Mrs Eileen Robson. At the National Trust, particular thanks to Mrs Kate Yates and Alistair Laing, for their information. Alexandra Ault of the National Portrait Gallery. At Carré's GS, former head teacher Peter Freeman, Chairman of the Governors at the restoration, Jim Duckett; and Roger Lochhead, Site Manager - (Roger took the picture down for us!) And lastly, but not least, Richard Hanwell who financed the restoration - a job well done! Thank you all.

Histories of Carrè's Grammar School
Harmston, L. and Hoare, D. Carrè's Grammar School, Sleaford 1604-2004, Sleaford
Appendix 1 - Extracts from
John Hervey's expenses book.

2003.

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2003.
A middle-class honeymoon of 1827

R. C. Wheeler

The reader is given no idea who was accompanying her, nor what might have happened when they were not out and about. Nevertheless, as a record of such a journey, it is really quite rare.

The ultimate destination was Liverpool, often seen then as the most advanced, most cultured town of England. So the newly-weds headed off in their post-chaise towards Doncaster. They must have taken the present main road to Gainsborough, because they stopped at Torksey to pick up Mr Joseph Keyworth and then turned off at Marton for the Littleborough ferry — at this date there was no bridge between Newark and Gainsborough. They seem to have left the post-chaise on the Lincolnshire bank as 'our Gig' was waiting for them on the other side.

They drove to Bawtry and up the Great North Road, reaching the inn at Rossington Bridge, four miles short of Doncaster at 4:30. Here they had dinner and here, presumably, spent their first night together — though Eliza seems so reticent about the matter that she is unusually vague about where they actually spent the night. However, since they reached the Black Boy Inn at Doncaster in time for breakfast at 9 the following morning, Rossington Bridge seems the most likely spot. They spent the night of the 17th in Huddersfield and reached their initial destination, Manchester, late on the following afternoon, putting up at Hayward's Hotel.

Eliza liked to note the aristocratic seats she had seen, though, with the exception of Chatworth on the return journey, they appear merely to have been admired from the high road as the couple passed. She will presumably have been told the names by her husband, but will not have seen them written down. Sometimes her entries require some effort to elucidate. Thus

Thomas Michael Keyworth, a Lincoln merchant, married Eliza Bunyan at St Mary-le-Wigford church on 16 October 1827. In establishing the date of a hitherto undated diary bearing his name [LAO Misc Don 936/1], I came to the conclusion it was actually written by his wife and was started immediately after the wedding breakfast. So

'Left Lincoln at 9½ after 10' might sound like a leisurely start to a journey but must have been the conclusion to a hectic few hours. What emotions moved the young bride's heart? This, alas, is not something we learn from the diary. Eliza must have models in mind for her diary which were strongly focused on the sights the writer had seen, so, apart from the use of 'we',

Chee Tor and the Wye Gorge, an engraving by Frederick James Havel (1801-1840) from Thomas Allom's original study produced for the series of views 'The Counties of Chester, Derby, Nottingham, Leicester, Rutland and Lincoln Illustrated', London 1836-1837.
Clayworth, Netts, whose proprietor had erected a fine inn at Drakeholes. Conveniently, she noted this as ‘Lord Althorp’s seat’. Viscount Althorp was a leading Whig politician.

The following day she noted: ‘Nostell = R Winn’s – fine sheet of water, the grounds well planted, magnificent house [and] boat’. The main road actually crosses the lake at Nostell Priory so the view is indeed magnificent.

Other buildings were noted, but with less detail: a handsome church at Horbury, the Exchange at Manchester ‘a handsome building, lighted with gas very brilliantly’. The benefits of gas lighting are noted at a number of places: Lincoln had to wait another year before getting a gas works.

What really excited Eliza were the shops. Market Street in Manchester was ‘very large – immense number of good shops’. The following day, she went to a china warehouse in King Street – very superb collection of vases, etc. – bought a brown earthenware mustard-pot’. An earthenware mustard-pot seems rather anti-climax, but with a fortnight’s travelling ahead, this was not the time to buy anything fragile. She exercised similar caution the following day: ‘Saw a very splendid shop of engravings, statues, bronze ornaments, etc. . . . Bought chintz for drawing room, also carpet for best lodging room.’

The couple made visits to friends and acquaintances in the area. From one, Eliza collected ‘a receipt for the Ague by Mr Chine’. Collection of recipes and home remedies was an activity she would pursue throughout her married life. Ague (malaria) was still endemic in the Lincolnshire fens; the active ingredient in this recipe was sulphate of quinine, so it was probably very effective.

Eliza was clearly impressed by the painted diorama of Holyrood Chapel being exhibited in Manchester, because almost the first visit the couple made on arriving at Liverpool was to another diorama, also by Daguerre, this one showing ‘the valley of Samer’. Returning via Derbyshire they visited the gardens at Chatsworth and were conducted round no fewer than three sets of caverns.

There were also sights to see at Liverpool, which modern sensibilities might find uncomfortable: at the Blind Asylum they watched the inmates ‘making shoes, baskets, sacks, rugs, sewing, weaving, etc., making ropes’. Also in Liverpool were ‘two Chinese females, their feet unusually small, about three inches in length, their dresses richly embroidered, their nails very long – about three inches’.

They fitted in a few days by the sea, at Bootle, ‘a pretty, retired situation’. The presence of a hotel there shows that it was something of a seaside resort, so perhaps the word ‘retired’ indicates a lack of diversions. They drove on the sands one day, walked on the sands another day, remarking the great number of ships and steam packets. But the scenic climax occurred on the journey back through Derbyshire where they drove from Buxton out to Wormhill and took a guide to show them Chee Tor in the gorge of the Wye: ‘to describe the impressive beauties of this spot impossible’.

Having stopped at Matlock, Derby and Nottingham on the way back, they finally reached Lincoln at 8 on 5 November.

‘HOME’ Eliza wrote in her diary in large capitals.
Heighington's War Memorial

Brenda Webster tells how a village decision on a war memorial could take some time.

The Lincolnshire Echo of Monday 13 April 1925 reported on the Easter Sunday unveiling of the Heighington War Memorial. The account opened by saying that 'Although the majority of parishes in town and village have erected their symbols of remembrance of those members of their own little community who fell in the war, there are still quite a number, which, for one reason or another have not yet realised what must be the desire of all the inhabitants: a permanent reminder of the fateful years of 1914-18.

Yesterday (Easter Sunday) afternoon marked the unveiling ceremony of the memorial, which has been erected by the villagers of Heighington in memory of five young lives sacrificed in defence of King and country. The symbol of sacrifice selected was a church clock, which has been erected in the tower of the little parish [sic] church.

The unveiling ceremony was remarkable for its simplicity and attended by practically the whole of the parishioners and many from adjoining parishes. The first portion was conducted in the church by the Rector of Washingborough and Heighington, the Rev. Wm. Burland, the lessons being read by the Rev. J. P. Braithwaite, Wesleyan, of Lincoln. The ceremony of unveiling the clock was performed by Lieut. E. W. Barker, a native of the village, and was followed by the singing of the National Anthem.

The congregation then adjourned to the adjoining schoolyard where the large crowd who had been unable to gain admission to the church was gathered and the Revs. W. Burland and J. P. Braithwaite were joined by the Rev. H. J. Clarke (Methodist) of Lincoln, the War Memorial Committee of Messrs. J. Lintin, (Chairman), E. East, F. Elkington, J. Hunt, G. Hufton, G. W. Cooke, J. Cooke and G. Raynor (secretary) and Mr T. Barker. Again the proceedings were simple, hymns being sung to the accompaniment of the Heighington Silver Band. Mr J. Lintin, proposing a vote of thanks to all who had assisted in the Service, and to the rector and Mr Barker for their help in the provision of the Memorial, said that the clock had cost £84, of which £60 had already been raised.

'The Rev. Mr Raynor, in seconding, spoke of the great sacrifice of
the lads and said that they would all sympathise that day with the relatives. Mr T. Barker replied.

"The Rev. H. J. Clarke, in a brief address, said that they heard a great deal to-day about "my rights" but they must not forget the boys who died because they considered it their duty to defend their country. What England wanted to-day was more of that spirit of duty and less of "my rights."

"The clock was supplied by Messrs. J. Smith and Son of Derby, and the masonry work was carried out by Mr F. East."

The following account is made from extracts from the minute book of the War Memorial Committee which had been very active until August 1920. By then they had raised £5311.3d. In February 1919 they had canvassed the village about the form the Memorial should take, having had 200 slips printed and one delivered to each household. Six suggestions for the form of the Memorial resulted and were: monument – 44 votes; reading room – 27 votes; tablet in each place of worship – 13 votes (there was a Wesleyan chapel, a Free Methodist chapel in Fen Road and the chapel of ease in the village); clock on the Endowed School tower – 6 votes; a village nurse – 3 votes; and a stained glass window in the church – 1 vote.

Enquiries were made about the cost of "a memorial in Aberdeen Granite, lettering and concrete foundation" in June 1919. A fortnight later the cost "with the names of the 48 living left off but with the 4 granite pillars and chains" was sought. There was no record of any quotation. It proved impossible to get a site. The favoured position had been on the corner opposite the Manor House and the Post Office. A sale of work and produce was held in August. At the December committee meeting "an uncalled for proposition" was put. This being quite out of order it was moved that all previous minutes be rescinded. It was defeated eight votes to three. The meaning here is unclear; was "the uncalled for proposition" asking for all previous minutes to be rescinded - or was just the minute of that "proposition" to be rescinded? The treasurer and one member promptly resigned.

A whist drive and dance was held in the village hall in January 1920, which raised £7.1.4d. A meeting was planned for 10 February 1920 but there is no further entry until a note of "Cash in hand £44.5.0d" on 19 August 1920, followed by the names of four members of the Leard family, of Heighington Hall, who had given a total of £7.10.0d and two other people who had given £2.1.0d. On the east side of the church porch at Washingborough are memorial plaques to Leards who had died in the war.

At a meeting in the Butcher and Beast in October 1924, it was agreed Mr Mansell be asked for an estimate for a clock. In November, Mr Lidgett's tender of £72.10.0d for a turret clock of 3ft 6in diameter "including fixing etc." was accepted.

The minute book at first appears to provide a comprehensive account of the planning but there are inconsistencies and omissions. What was the "uncalled for proposition" put at the December meeting? There is no record of the quotation for a monument in Aberdeen granite - with or without chains, or for all those who served or only the five who died. There is no record of the replies of the landowners to whom application was made for a site or who they were. There is no mention of the inscribed parchment roll that hangs in the tower and on which all the names are commemorated. There is no mention of asking Mr Lidgett or Smiths of Derby to quote for a clock - nor what Mr Mansell's response had been.

How long did it take to raise the £24 still outstanding when the clock was unveiled?

Two hundred voting slips were distributed, 94 returned, of which only six were for the final choice, a clock. Democracy - at its best or worst? Or just plain econom...
CELEBRATING GRANTHAM'S HERITAGE

Marion Ellis commemorates the brave and famous

There are over 750 Blue Plaques in London looked after by English Heritage. In other towns & cities Civic Societies have taken on the responsibility for these. During 2011 Grantham Civic Society supported by the Grantham Rotary Clubs, has provided seven Blue Plaques in Grantham.

The first two were unveiled in May. These are in Brook Street on the wall of the King’s School. They celebrate the lives of Capt. Albert Ball, VC DSO & 2 Bars, 1897 – 1917, and Lance Corporal Joseph Tombs VC, 1888 – 1966. Both attended the King’s School. Captain Albert Ball was a WW1 fighter pilot who at the time of his death was the leading allied fighter pilot with 44 victories. Captain Ball was a wartime hero throughout Britain. He was posthumously awarded the VC for most conspicuous and persistent bravery in 26 combats during which he destroyed 11 enemy aircraft and forced several others to land. He was killed in action over France in May 1917, aged 20.

Joseph Tombs was awarded his Victoria Cross for most conspicuous gallantry. In May 1915, on his own initiative, he crawled out repeatedly over 100 yards under heavy shell and machine gun fire to rescue four wounded men, dragging one back single-handedly using a rifle sling placed round his own neck and the man’s body.

The third plaque, celebrating Thomas Paine the political writer (1737 - 1809), was erected in the George Centre which is on the site of the former George Hotel. Thomas Paine is thought of as a founding father of the United States but lived in Britain until the age of 37. He stayed at Grantham’s George Hotel from 1762 to 1764 when he was employed as an excise officer. His grand vision of society advocated a world peace organisation, social security for the poor and elderly, and freedom from slavery.

The fourth plaque, commemorating Lance Corporal Walter Parker, VC (1881-1936), was unveiled on Remembrance Day. Leading a party of stretcher bearers during the 1915 Gallipoli Campaign, he crossed open ground braving heavy machine gun fire, to help save wounded comrades. He stayed with the wounded and organised their safe evacuation under fire. He was the only one of the stretcher bearers to survive, but was seriously injured. He was in—

Walter Richard Parker VC

validated out of the army in 1916. The plaque can be seen at the end of the street he was born in, Agnes Street, off East Street. The other three plaques will be unveiled next year.

THOMAS PAINE
POLITICAL WRITER 1737 - 1809
HE STAYED HERE IN THE GEORGE HOTEL FROM 1762 TO 1764 — WHILE EMPLOYED AS AN EXCISE OFFICER. HIS WRITING INSPIRED GREAT PASSIONS. HIS GRAND VISION OF SOCIETY ADVOCATED A WORLD PEACE ORGANISATION, SOCIAL SECURITY FOR THE POOR AND ELDERLY, AND FREEDOM FROM SLAVERY
GRANTHAM CIVIC SOCIETY

CAPTAIN ALBERT BALL
VC DSO & 2 BARS, MC 1897 – 1917
ATTENDED THIS SCHOOL IN 1906 & 1907
HE WAS AWARDED THE VICTORIA CROSS FOR MOST CONSPICUOUS & CONSISTENT BRAVERY IN 26 COMBATS DURING WHICH HE DESTROYED 11 ENEMY AIRCRAFT & FORCED SEVERAL OTHERS TO LAND.
HE WAS KILLED IN ACTION ON 14 MAY 1917, THE AGE OF 20
GRANTHAM CIVIC SOCIETY

A LITTLE QUIZ ABOUT GRANTHAM

1 17th-18th century comedy actor and Poet Laureate educated at King’s School, Grantham.

2 Dedication of Grantham parish church.

3 Dickinson’s general store, next to the Angel Hotel, closed down in 1891; what was their unusual shop sign?

4 What is Grantham’s ‘living’ sign?

5 Member of Parliament for Grantham 1826-1874 whose statue can be seen on St Peter’s Hill in the town.

6 Whose 20th century ‘Invicta’ works used the prancing horse symbol?

7 Which military corps trained at Belton Camp in WW1?

ANSWERS ON PAGE 27
LINCOLNSHIRE'S CARNEGIE LIBRARIES

The third part of a series by David Lambourne

Lincoln Central Library

In general, the communities that applied for a grant to help fund a public library were those in which there was no free library. However, on occasions, an application was made in a place where a library already existed. Such was the case with Lincoln, which secured the very large grant of £10,000.

The city had adopted the Public Libraries’ Act and had established a library in the Old Assembly Rooms over the Butter Market in Silver Street in 1894. By the following year the library had some 7,000 books as well as news and reading rooms.

According to Thomas Kelly in his History of Public Libraries in Great Britain 1845-1875, this library had a very complicated process for borrowing a book. This included the need for the completion of guarantee forms, the purchase of catalogues and written requests for books.

In the early years of the 20th century it was decided that a larger library with open access and a much simpler borrowing system was needed, so an application for funds was made to Andrew Carnegie.

The new library, which remains as the main public library in Lincoln, was built in Free School Lane to a design by Sir Reginald Blomfield, who also designed the Usher Gallery. Pevsner records that it is of: 'stone, one-storeyed, but with a two-storeyed dome centre. Wings with partly balustraded parapets and end pavilions, slightly advanced. Imposing and ashlar-faced'.

Dr T. E. Page, a distinguished Lincoln classics scholar, opened the library. A large stone plaque in a meeting room adjacent to the Children's Library reads: 'This building owes its erection in 1913 to the munificence of Andrew Carnegie.'

By 1922 the library had about 16,000 books and by 1937 this figure had risen to 48,000.
THE MERE ‘Y’ STATION

As far back as the early 1900s, radio amateurs in the southeast of England began picking up 'wireless' traffic from the Continent, which was not just other amateurs chatting to each other. Some of these Morse transmissions (which were traced to Germany) were obviously in military code and these were passed on to the Admiralty, who immediately sat up and took notice.

Before long our civilian amateurs were quietly enlisted into a listening service, which in time was housed in what were to be known as Y Stations. During WW1, this was greatly expanded with both Admiralty and Army Y Stations. After the war, things quietened down somewhat but, still very much under secrecy wraps, continental wireless activity continued to be monitored.

It is well known that the nerve centre of ground based radio surveillance has been near RAF Digby for many years and still is today, but it is something in the order of eighty years since the RAF first started to cavedrop on continental radio traffic. It would appear that as far back as 1927, the first of a number of RAF Y Stations was quietly set up in a very discrete little bit of woodland alongside a bridleway between the hamlet of Mere (west of Branston) and the A15, not far away from the perimeter of the Waddington airfield.

Site plan based on 1904 1:10,560 OS map (WM = wireless mast)

Wooden WW1 style hutments housed a number of radio operators who were nominally civilians but were in fact ex-RAF time-served 'Wireless Operator' Reservists. Waddington at the time was undergoing a certain amount of 'reworking' as an Auxiliary Air Force base and nearby RAF Digby was still actively functioning as No.2 Flying Training School. The inquisitive could therefore be foiled off that the 'Wireless Station' at Mere was something to do with the two airfields.

This was at a time when 'Disarmament' (at all costs) was the political rage, but thankfully the high-ups in the largely depleted Services were making sure that if things did get nasty in the aftermath years of Germany's collapse and rebirth, they were not caught wanting. When in 1933 the rebirth of the Luftwaffe became a distinct possibility, things appeared to have warmed up, though still (and increasingly) under wraps.

The Mere station was enlarged and increasingly staffed by RAF personnel. By the time WW2 broke out, with Chain Home Radar, Royal Observer Corps and other early warning provisions firmly established, these RAF Y Stations were often able to give even earlier warnings of increased Luftwaffe activity long before the aircraft took off and appeared over the Radar horizon.

Transmissions received at Mere were initially taken daily by RAF despatch rider to the RAF Y Service HQ at Cheadle, but when the Germans introduced 'Enigma' machines, the focus moved to Bletchley for the decoding of those transmissions with Enigma encryption.

When peace was declared in 1945, the service appears to have been greatly reduced but, as the early rounds of the Cold War began, the need to monitor Eastern Bloc transmissions became a priority and the Mere Station provisions were quietly revitalised.

A new self-contained brick-built receiving complex replaced...
The signal receiver building (c1950) on the site:

the wartime wooden huts, together with a new guardroom building and other facilities needed for a post war existence. This was still heavily Official Secrets Act in its day to day existence although the future of RAF Digby as the RAF's principal listening and surveillance facility gradually took over.

Around 1954, the Mere Station was quietly gutted, the doors locked and the site sold off to the local land owner who has continued to use it for farm storage.

In the half century that followed, as the huts collapsed, the windows broke, the roof leaked and rust and wildlife moved in, and the site has now ended up in a sorry state. Largely forgotten by the few who knew of its existence, the Mere Y Station had a last moment of fame. In their series 'Abandoned', BBC Look North featured it for sufficient time to bring out of the woodwork quite a few reminiscences from people (or relatives of people) who worked there.

RAF Digby Operations Room Museum also has a small display area, which is being worked up to commemorate their 'ancestor' station, for which it has obtained a genuine Enigma machine. This display is worth a visit apart from all the reworked and enlarged displays of Digby memorabilia, including a comprehensive display of local Royal Observer Corps history. Branston History Group too are working to gather more details from locals, which it is hoped will result in establishing a permanent local record of this very significant little outfit.

![The guardhouse (c1950) at the site entrance.](image)

As mentioned above, a public bridleway does pass through the site, which is located at GR014640. Should you wish to visit the site, by all means walk the bridleway, but the PICTURE PUZZLE

**Eric Hair** took this photograph in the 1960s before the Lincolnshire country house in the picture was completely demolished. He expects that many readers will be able to identify it. Can you?
Many archaeological objects that come to the museum’s attention are common types of find, of known typologies and designs. Other objects raise rather more of an eyebrow in terms of their rarity and imagery. This late Roman knife handle is one such object says Antony Lee, Collections Access Officer (Archaeology).

The handle was discovered by a metal detector user at Syston, near Grantham, in March 2007 and recorded with the Portable Antiquities Scheme. The museum subsequently purchased the handle from the finder.

The handle is copper alloy and 64mm long. Two rivet holes at the base of the handle illustrate that the blade was fixed, unlike many other decorative Roman knives which had folding blades. It is the imagery on this knife, however, that sets it apart from the majority of other examples.

The openwork design shows three figures – a larger male, a smaller male and a female, all interacting in an erotic scene. The larger, possibly older, male stands on the right of the scene, his feet resting on a small ledge. The woman sits astride the older male, with her legs raised around his waist. The smaller or younger male is on the left, back to back to the female, being held by her arms and with his legs crouched. In his hands the smaller male holds a human head, identifiable through a carved hairline similar in style to that of the main figures, though it is impossible to tell if the head is male or female. The larger male faces in one direction, the female and smaller male in the other. To compound the complication of the scene, it appears that the female sits on top of the larger male’s penis, which is actually directed towards the smaller male.

Only a small number of similar erotic knife handles are known, and all come from Britain. The only example to come from a datable archaeological context is from St Albans, which was discovered in the 4th century layers, and the other examples are assumed to be contemporary. All but one of the other examples are folding knives.

All of the known examples share a similar theme in that they feature three figures, though none are identical. Other examples have the smaller male holding either nothing or an oversized penis. The Syston handle is the first to feature a severed head. Although the other examples all feature the smaller male supporting the female, the sexual interaction in the other examples is clearly between the larger male and the female.

So the specific imagery on this knife handle, particularly the gruesome addition of the severed head and the interaction between the males, mark it out as different from its contemporaries. But at present the exact meaning of the imagery, whether ceremonial or perverted, remains a mystery.
KILLINGHOLME FLYING BOAT JETTY

Terry Hancock first saw the remains of the World War 1 jetty in 1978 and went back in 2010 to find that it had deteriorated somewhat over the years. But what did it look like in 1917 and how was it used?

Although Lincolnshire is now firmly associated with the RAF, the county’s first three aerodromes were occupied by the Royal Naval Air Service, the air branch of the Royal Navy, formed on 1 July 1914, only weeks before the start of the First World War.

However, the Admiralty had by this time already planned a chain of aerodromes/seaplane stations along the East Coast, to counter the threat from German naval forces and, more importantly, their airships, and one of these was at Cleethorpes.

Happily, someone must have looked at the beach there and realised how little shelter there was, and so the site was changed to Immingham; by the time it opened the name was changed to Killingholme, though I suspect the actual site remained the same, just north of the mouth of North Killingholme Haven.

The station was not quite ready on the outbreak of war so from 10 August to 24 August a makeshift aerodrome was established on a pre-war Territorial Army training field on the north side of Burgh Road in Skegness, to which a motley collection of early aeroplanes flew from the Isle of Sheppey.

Killingholme replaced this, flying its first patrol on 21 August, but it was December before hütted accommodation was provided and
the access road metalled. Killingholme was responsible for patrolling the coast from the Humber to the Wash, defending the Admiralty oil tanks at Killingholme from attack by air or sea, defending the area against Zeppelin attacks, and training new pilots on both landplanes and seaplanes.

It was somewhat of a backwater during the first two years of the war and did not impress Commander Bell-Davies (who had just been awarded the VC for service in the Dardanelles), who took over as commander of the air stations in the north of England in 1916. He noted that the landing ground was 'a small field bounded on one side by the Humber, on another by the oil tanks with their surrounding unclimbable fence, on a third side by a railway line complete with telegraph wires and signals and on a fourth by a disused clay pit'. Bell-Davies had the landplane training transferred to a more suitable aerodrome at Redcar, and Killingholme concentrated on its patrols and on seaplane training on the Humber.

From this unpromising start Killingholme grew into a major air station by 1917; the impetus of war produced much improved aeroplanes and Killingholme became equipped with twin-engine flying boats, carrying a crew of four, whose task was to patrol the North Sea right out to the Heligoland Bight, looking for U-boats, the German Grand Fleet should it venture through the Kiel Canal, and Zeppelins. In addition, its smaller seaplanes patrolled nearer to the coast, where losses of merchant ships to U-boats were steadily increas-
ing; although the station’s efforts were not crowned with any notable successes, the aeroplanes, simply by their presence over the convoys, kept the U-boats submerged and thus unable to attack.

In May 1918 the US Navy took over Killingholme for the remainder of the war. The air station, by now part of the RAF after its formation in April 1918, remained as a storage and disposal depot after the war but closed in 1920. The very large hangars and the other buildings were no doubt sold off pretty quickly and I am told, but have not been able to confirm, that one of the hangars forms a part of Grimsby bus station to this day.

What did remain in situ was one of three jetties used for launching the flying boats and seaplanes into the river - perhaps I should explain that flying boats, as the name suggests, had boat shaped fuselages, which were landed on the surface; seaplanes had two canoe shaped floats attached to the fuselage by struts, so the fuselage was clear of the surface.

To get the aircraft from the hangars and the hard-standings in front of the same, the flying boats were mounted on wheeled trolleys and taken to the slipway, down which the trolley would go on rails - as the hull of the aeroplane entered the water it would float off from the trolley ready for take-off; the reverse applied for landing - sailors in wetsuits and waders would go into the water, guide the boat on to the trolley, fasten it down, and it would then be pushed or winched back up to the tarmac.

When I first moved to Lincolnshire in 1972, I heard about the one remaining jetty, and went to see it in the mid-70s. As can be seen from the photo it was still reasonably intact at that time, and various artefacts had been found in the surrounding mud and are now in museums. Ever since then I have wanted to go back and see what has happened to it, and in January 2010 my wife and I finally made it; parking by a bungalow at the end of a track from East Halton, by the sea wall. We had a walk of about a mile to the south and there was the jetty, in a much worse state than in 1978 as can be seen from the photo I took in 2010.

It appears to have had wooden pilings with transverse iron and wooden linear connecting beams on which was mounted the transverse wooden beam decking. The whole area that was the air station is now tarmac used for storing imported cars, which are off-loaded onto a new (since 1978) jetty straight from large ships.

Obviously the jetty is under threat and may have already gone - surely its fate will be sealed if all the new developments planned for the south bank take place. However, it is testament to the skill of its designers and builders that it did survive for 90 years and it maybe should have been preserved, both as a memorial to those brave men who faced the mighty North Sea in, by our eyes, flimsy and unreliable aircraft, and as an example of what, to my knowledge, was the last of its kind.

As a footnote, the walk to and from takes one by a large 19th or early 20th century deserted brick kiln complete with chimney carrying the sign "W X H" - and on our return to the car, when the lady came out of the bungalow to check on who we were and we told her where we'd been she said, "Oh yes, the flying boat jetty!"
LOCK, STOCK AND BARREL

— Flitting has always been hectic, especially with farm stock to move, and good organisation was the key when the Havercroft family moved from Goxhill to their own farm at Glentworth in 1915, as James Foster explains.

William Havercroft was born at Wrawby, near Brig, in 1862, one of a family of five children. In 1881 he was listed as a ‘Wagoner and Labourer’, 19 years of age, working on a farm at Horkstow, near Barton upon Humber. It was a large farm with five other labourers lodging there.

In May 1893, at 31 years of age, he married Annie Wilkinson who was in service with the People family of Winterton. After the wedding William became the foreman of a farm at Ulceby, where the first two of the Havercroft children, Edith and Mary, were born in 1892 and 1896. In 1900 William is recorded as being a tenant farmer of Hallandsfield Farm, a 21-acre farm at Goxhill. Their third child, George, was born there soon after their arrival. Then followed Laura in 1902, Lucy, 1904, and Doris, 1907, all born at Goxhill.

The farm had once been part of the Halland family’s empire, comprising many hundreds of acres, but which had gradually been fragmented and sold piece by piece between 1850 and 1900. The cottage into which William and his family moved had been a labourer’s cottage on a large holding known as ‘Hallands Field’.

Originally the cottage was a two-up and two-down plus an outside kitchen but, as William’s family increased, his sympathetic landlord added two more bedrooms, a second reception room and an indoor kitchen for a small increase in rent.

All of the Havercroft children attended the six-class three-roomed school in the village over a mile away, walking there and back each day. At lunchtimes they would walk halfway back to be met by their older siblings with a hot meal and eat it by the roadside as they were not allowed to take food into school.

Not long after the declaration of World War I German warships began shelling the Humber estuary, which was not far away, and one shell fell in a field just outside Goxhill. William was concerned for the safety of his family and his concern increased when a British warship was sunk in the estuary, and more so when Zeppelins began to bomb Hull.

William enquired of some of his former farm companions and received information from one, John Blackburn, a native of Goxhill who was now a tenant farmer. William met John at Hull cattle market and was told that rumours were rife that the 11th Earl of Scarborough was selling his estates in north Lincolnshire and that
Glentworth was likely to be auctioned in the near future.

William also learned that there was a freehold cottage for sale with adjacent land for lease on the Kexby road out of Glentworth. Two woods on the Kexby road were included in the lease. William had savings and was able to buy the cottage and leased 25 acres from the owner of Lowfields Farm near Kexby.

This new holding became known as Low Farm, causing some confusion in the Lincolnshire Directories.

In February 1915 William was given deeds to both the cottage and the lease of adjacent land. He was now faced with the task of moving his family, farm stock, and all his machinery some 33 miles across the north Lincolnshire Wolds. There were now only five children on the farm as the eldest, Edith, had found work in service at Cleethorpes.

Nevertheless, they faced a daunting task for which they must all make plans. Each member of family was given a specific task to perform on the “flying day”. Laura had to look after the chickens while other members of the family were made responsible for other livestock, the smaller animals being put into crates or cages. Mary and Lucy walked with the small herd of cows, a task Lucy had come to hate since she had been kicked by one when milking.

Doris, only eight, but who loved farm life, herded the six sheep she was used to tending. She didn’t have to herd them - they would follow her in a tight group as she walked. (Doris was later to marry a shepherd in service at Nettleham).

William possessed two shire horses, one of which was hitched to his large hay wagon containing all of their possessions. The other pulled a reaper-binder, the forerunner of the combine harvester, first used in the USA and Australia in the late 1800s but which didn’t reach Europe until half a century later. William walked with the wagon and George led the horse pulling the reaper-binder loaded with fodder for the beasts.

The great trek began in the early hours of 24 March 1915 and six hours later the cavalcade arrived at the halfway mark in Wrawby, near Brigg, where William’s brother George lived with his wife, Rose, Annie’s sister.

There was a wide drive to a large yard at the side of George’s house, and the hay wagon, reaper-binder and crated livestock were taken into the yard and the horses unhitched.

George owned two fields just outside the village and the beasts were taken there for the night. The sleeping
arrangements for the family, now numbering 10, are not recorded, but at least two slept on the floor of the large kitchen.

On the following morning, after the cows were milked, the journey resumed, the route carefully chosen to avoid passing through the streets of Brig and Kirton in Lindsey. Their itinerary was as follows: Wrawby - Howsham - North Kelsey - Snitterby - Atterby - Bishop Norton - Spital in the Street and on to the road (now the A631) to the top of Slow Coach Hill and down into Glentworth.

This second half of the journey, some 20 miles, to Low Farm, was tedious and tiring and the family were obliged to eat their packed lunches literally on the hoof. It was late afternoon when they arrived, but their day was not at an end - the beasts and other stock had to be fed and bedded down for the night and William and George were the only members of the family who had visited the farm before that day.

Low Farm comprised a three-bedroom cottage, a dairy, two barns, a granary, and several implement sheds. The leased land adjacent included two wooded areas - Big Wood and Larch Plantation. There was a government contract in existence to supply timber from Big Wood for pit props for mines in Nottinghamshire, a useful supplement to the farm's income.

William found the land very heavy and poorly drained, being mainly clay and silt, in places up to 70 per cent, and was obliged to increase his grazing areas at the expense of root crops. However, he began to concentrate on building up his dairy herd and introduced new machinery to his dairy, which brought him a good return.

In 1917 the Earl of Scarborough did indeed auction off his Glenworth estate and allowed preference bids from sitting tenants. William was able to purchase all of the land at Low Farm that he had leased over the past two years. Thereafter he continued to farm there, aided by his children, until one by one they left home to enter service.

In March 1933 the Havercroft girls, now all married, paid a visit to Low Farm on the occasion of George's wedding. A year later William retired with Annie to a cottage in Glenworth and died at 76 years of age in 1938. George continued farming Low Farm until the early 1940s and then sold it to a stonemason who only wanted the cottage, land and woods to entertain shooting parties.

Low Farm, Glenworth, was never farmed again, has changed hands, and usage, many times since, and at the author's last visit in 2006, appeared to be derelict. Information received suggests that the land has been leased to the owners of Grange Farm, half a mile along the Kexby road towards the village.

DICKENS' LINCOLNSHIRE
Nicholas Nickleby on the Great North Road

The nation has been celebrating the 200th anniversary of the birth of Charles Dickens, in February 1812. We know that the inspiration for the people and the locations about which he wrote took from life and his experience. There is great interest in tours around the places he knew to show the buildings and homes of the people who bequeathed to us through his writing.

His connections with Lincolnshire seem to be few but he was a great traveller and, prior to the development of the railway network, he would have known coach travel on the Great North Road. One of my favourite tales is that of a journey by coach, northwards through Stamford and Grantham to Greta Bridge in County Durham, in Nicholas Nickleby. It is this that perhaps his best known Lincolnshire reference comes from, that the George Hotel in Grantham was one of the best inns in England.

The glory days of the coaches on the Great North Road was the period between the 1830s and about 1850, by which time the development of the railways was taking away their traffic. By the 1830s the technology of road coach design and the breeding of fast horses came together with the development of a national system of well designed roads to provide a network of speedy public transport all operating to a time-table. Leaving London at eight o'clock in the morning a fast coach would arrive in Stamford at a quarter past five in the evening and in Grantham at half past seven.

What was it like to travel in these coaches? Charles Dickens, in Nicholas Nickleby, tells us. This was his third novel and was published in serial form in 1838 and 1839.

In the book Nicholas has to get a job to support his family and gets
a post as a teacher in the school owned by Wackford Squeers at Doodleboys Hall, near Greta Bridge. Nicholas and Mr Squeers together with five new boys for the school meet at the Saracens Head in Snow Hill in London on a cold winter morning to start their journey to the north of England. The hustle and bustle of a meal before departure, although only Wackford Squeers has a proper meal, is well described. Then a blast on a horn announces the arrival of the coach, passengers and their boxes and packages are loaded up, Nicholas and the boys take their seat on top in the open air, the coachman and guard check their waybill while the newspaper sellers offer their papers to provide the travellers with something to read, and then with another toot on the horn the coach is off.

Nicholas has a problem straight away; because the boys are small their feet don’t touch the floor and there is very little for them to hang on to so he has a problem keeping them safe as the coach sways along. Fortunately at the next stop a friendly gentleman gets on and suggests that they sit the boys on the bench between them so if any of them goes to sleep on the journey they won’t fall off. We know that it’s a very cold day as already the boys’ teeth are chattering.

As night falls it begins to snow. So much so that by the time they reach Stamford there is a thick coating of snow on the ground and a howling gale is blowing. By now it must be just after five in the evening and they have been on the go, with only a short stop for lunch, for over nine hours. In bad weather, in the open air. But the coach doesn’t stop, other than to change the horses. It carries on and twenty miles further on it arrives in Grantham. By now it’s about half past seven and they’ve been travelling for nearly twelve hours.

Dickens tells us that two people got down from the coach and spent the night at The George, ‘one of the best inns in England’. Not our little party though. They journey on, wrapping their cloaks more tightly round them again to encounter the piercing blast that swept across the open country. Nicholas goes to sleep and, when they are half way between Grantham and Newark, disaster strikes. There’s a sudden lurch, he wakes up and holds on but too late, the coach turns over and flings him into the road.

Fortunately a deep snow drift stops any serious injury. Exactly where this was we don’t know but the book does say that it is about a mile beyond a change of horses and the horses, once freed from the coach, ran back to their stable. The passengers walk to the nearest public house, a lonely place with one public room.

Where might this have been? A team of horses would take a coach up to ten miles before they were changed between Grantham and Newark. They would have been changed at Foston or Long Bennington. If the horses returned to Foston then the coach would have crashed at Long Bennington, if they returned to Long Bennington, then the coach would have come to grief on the isolated four-mile stretch to Balderton, a much better location for a Dickens story. But his lonely inn appears to be artistic licence as there were very few buildings along this stretch. Indeed, with inns at Foston, Long Bennington and Balderton, there would seem to be no need for an additional inn in the open countryside here.

And there they all sit, in front of the fire, while the driver goes back to Grantham for another coach. We don’t know how long they are there but they tell stories to keep themselves amused until another driver arrives with a coach for them to carry on their journey. We are not given a time for this but it must have been during the night because Nicholas falls asleep ‘towards morning’. The next day ‘drews on’ until about six that night when he, Mr Squeers, the little boys and their luggage, are put down at the George and New Inn, Greta Bridge.

Greta Bridge, just over the Yorkshire boundary, in County Durham, is 246 miles from London. Their journey time was 34 hours, of which they were probably stranded in Lincolnshire for up to four hours. You had to be really tough to travel about 170 years ago. Today, according to the AA, the journey on the A1 can be accomplished in four hours, 54 minutes.

In the second half of the nineteenth century Grimsby's fishing industry despatched increasingly large quantities of fish by rail to Billingsgate and other UK markets. The ice used to cover the fish to keep it fresh was initially imported from Scandinavia, but as demand escalated a factory was built alongside No.2 Fish Dock in 1901 for making ice artificially. This had an output of 300 tons per day; later expansions of the works raised the capacity to 1100 tons. Ice-making ceased in 1990 and currently the Great Grimsby Ice Factory Trust is exploring ways of securing the future of this fine Grade II* building.

This short book, written on behalf of the Trust, gives a detailed account of the buildings and their architectural features, the ice-making machinery (no longer in place) and the factory process. Black and white photographs give useful impressions of the building's exterior and machinery.

As a means of increasing public appreciation of a significant, threatened industrial building, this is a welcome publication. It would have been much more useful — and comprehensible — to readers with interests in architectural and industrial heritage if more detailed drawings and photographs had been included. Some account of the employees' role (150 of them in the 1950s) in the process would have added to the value of the record and details of the deployment of the crushed ice in the port would have been interesting.

**Ken Redmore, Lincoln**


These two books are entertaining and well illustrated, mostly with photographs of places. The second volume adds drawings of the ghosts themselves and an extra "design" feature: pictures at an angle, with mock paperclips and selotape producing the spurious suggestion that it is a set of case notes. About a third of both books has stories from the surrounding area.

These books are in a series of local history titles about hauntings and include a broad range of "types": phantom hounds, trains, walkers on country roads, women and children who had a ghastly death, remorseful men unable to rest, black monks and nuns, previous occupants of old houses etc. Everyone likes a good ghost story, but I am not convinced that...
the techniques of suggestion and open-ended possibilities in fiction can transfer well to nonfiction. Here, the slightest suggestion from a witness is presented as hard fact; one question attempts to establish possible interpretations in an absence of evidence, and there is virtually no documentation of any kind. The text constantly refers to 'reports' which are never quoted or cited, there is no bibliography in the first book, and that in the second lacks the traditional titles on Lincolnshire folklore, such as Gutch & Peacock and Ethel Rudder. The majority of the 'sources' are newspaper articles and websites. So these titles are not studies of traditional folklore, but mostly anthologies of recent, and highly debateable, 'cases'.

The foreword to Scunthorpe says 'There are believers and there are sceptics', which confidently denies the possibility that nonbelievers exist, but we do. I liked the author's use of the word 'unbeknownst'.

Shaun Tyas, Donington.

The subject of this handsomely produced book was born in Deeping Fen. After training as a doctor in Edinburgh he wished to be a missionary led to his travelling to China in 1899. The first half of the volume is taken up with aspects of his life in the Spalding area and then his medical/missionary times in the Far East. He died and is buried in New Zealand. The second part is taken up with the travels in China of the author, a well-known Spalding woman, and is filled with many of the colour photographs she took while abroad.


This book is a good example of how aspects of local history that we have heard of but known little or nothing about come to be written. Better still, written by the very people who were involved in their everyday life. This gives them a homespun nature where the passion and enthusiasm of the writers comes through strongly.

Like everyone else I have visited rocky coasts from Devon and Cornwall to Yorkshire and seen Rocket Posts and Coastguard Lookouts and heard tales of shipwreck and disaster on stormy nights. Even though I think I know the Lincolnshire Coast and know of some similar wrecking here this book turned out to be a revelation.

Peter Leak became an Auxiliary Coastguard at Mablethorpe in 1975 and from 1989 was responsible for the area between Saltfleet and Anderby Creek. He left in 2001 after 26 years of voluntary service, a sharp contrast with his regular job as an Insurance Agent.

The book is in three parts. Part One comprises seven Chapters, each one giving the early history of the Coastguard Stations at Skidbrooke with Saltfleet Haven; Theddlethorpe; Mablethorpe; Sutton on Sea; Huttop Bank and Anderby Creek with one chapter devoted to the Humber Radio at Trusthorpe. It was in 1816 that the first was established, at what was then Sutton in the Marsh, now Sutton on Sea. Parts Two and Three are the personal recollections of the authors, firstly from 1975 to 1989, with Part Three dealing with the period when Peter was Auxiliary in Charge/Station Officer at Mablethorpe.

The long and often unsocial hours put in by the volunteers, and usually in very bad weather, dealing with emergencies is well detailed. These include fishing boats and yachts running aground; crashed aircraft; bathers in distress, often blown out to sea on air beds; and the multitude of debris washed up by the sea, flotsam and jetsam; buoys; bombs; drums of unknown chemicals as well as oil; and all too often, bodies. These events usually involved liaison with the RNLI, Air Sea Rescue, Police, Customs and, when whales and porpoises washed up, the Natural History Museum.

But it is not all doom and gloom. The auxiliaries had regular training sessions and visits to meet the people who worked for the other agencies with which they were involved. These provide several humorous anecdotes as does the camaraderie of men and women doing a job they loved under arduous circumstances. One training day in particular ended up with the Coastguard vehicle running over one of the dummies for whom they were searching, representing one of the crew of shipwrecked sailors. Red faces and laughter in equal measure.

With over 200 pages of text and 42 pages of illustrations this book is a good contribution to the history of the County and a testament to the work of the many volunteers who willingly and unselfishly gave a great deal of their time to provide a
service so many of us have taken for granted.

Stewart Squires, Scunthorpe
MENNELL, Brian and MENNELL, Gary. Slightly below the glide path. RAF Scampton. Haxby (Yorks.), Fox3 Publica-
The authors of this small book have hit on an interesting idea which could be expanded to other places; they have researched the history behind each of the graves in the Commonwealth War Graves Commission (CWGC) patch in Scampton St John the Baptist churchyard. Scampton was a WW1 aerodrome but those killed in that conflict were buried in Lincoln's Newport cemetery. It re-opened in 1937 as a bomber airfield and remains an RAF station to this day.
The RAF's way of dealing with those killed in service in the UK was that they could be buried wherever their families wished (still with CWGC headstones), but small plots were taken in churchyards close to the airfields, for those whose families wished them to remain in the area and, of course, for those from the Commonwealth or foreign countries; those killed overseas were buried in 'some foreign field' - at least until the most recent wars.

In 1943 this changed so that large, area CWGC cemeteries were established, those for Lincolnshire being at Cambridge or Harrogate. Allegedly this was because seeing so many funerals was bad for the morale of the local populace but I suspect it was more for administrative simplicity for the Services. It can be seen that in this book there are no burials at Scampton between 1943 and 1945. Most of Scampton's aircrew who were killed 'failed to return' so the graves at Scampton are mainly of those killed locally, flying or otherwise, or of natural causes.
The book is arranged in date order and the first graves are those of three airmen killed on 25/11/39 when a Hampden bomber hit the roof of one of Scampton's hangars - all the crew of four were killed as were three ground crew working in the hangar as an engine from the Hampden fell on them.
As well as recording the facts of each death the authors have uncovered personal details of the casualties and sometimes eyewitness accounts of what happened. Most were killed in flying accidents, as above, or in damaged aircraft returning from a raid but there are also the victims of road accidents (the A15 in the 'Blackout' was not a good place to be) and the deaths did not cease after the war, the last interment being a Canberra pilot who crashed in 1991.
 Also buried in the churchyard are several Luftwaffe aircrew shot down over the surrounding area.
Perhaps one of the most bizarre deaths was that of Sgt Bowman, a Hampden crewman, aged 21 who, after a night at the City Hotel on Corshill, Lincoln, in August 1940, got chatting to one of the barmaids there; at 11.30pm the landlord heard a crash and found poor Sgt Bowman lying, badly injured, on the ground outside - he died two days later. At the inquest it was revealed that he had climbed a drainpipe to a two-inch ledge on the second floor, hoping to see the barmaid, and had slipped and fallen. This is a well-researched, interesting read and illustrated by black and white photos; I thoroughly enjoyed it.

Terry Hancock, Cherry Willyingham.

Conscience Hill is situated in the Wolds, just to the west of South Cokerington. The author uses it as the focal point for his memoirs of a life of farming in the area around Louth from wartime days to the present. Very readably he discusses the many changes that have happened in the industry in that period.

Bob Pendell spent over six years of research and collaboration with colleagues in Australia, Canada and the USA to produce this book about Edward Harrison, one of the founders of therapeutic spinal manipulation. The eighth child of wealthy landowners from the Fylde region of Lancashire, Harrison graduated from Edinburgh University (MD 1784) and began practising in Horncastle in 1788. The following year he established the Horncastle Dispensary, under the patronage of Sir Joseph Banks, and later became the first president of the Lincolnshire Benevolent Medical Society.

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Concerned by an unrestricted medical marketplace, wherein persons could act as practitioners, druggists or midwives with no formal training, Harrison proposed an ultimately unsuccessful Medical Reform Bill. Pendell retrospectively supports this position by stating that "in every medical sphere unqualified "quacks" or "irregulars" were causing immeasurable harm and even death with apparent impunity". Unfortunately it is in such uncritical assertions that Pendell betrays the limits of his knowledge of medical history. Many of these "quacks" were successfully employing folk remedies such as the old woman in Shropshire from whom William Withering discovered the efficacious effects of the foxglove, Digitalis purpurea, in heart disease and it has been shown that women in labour had a greater chance of surviving childbirth when attended by an invaluable person, the local nurse-cum-midwife-cum-wise-woman, rather than the local physician.

Medical Reform Bills were always about the protection of the earning power of medical graduates and the maintenance of their status as educated gentlemen rather than the safety of the public.

Towards what might have been the end of an unremarkable medical career Harrison treated his first spinal case. Mrs AB had for decades been in effect treated by a number of physicians; however, Harrison claimed to have rediscovered and enhanced the methods used by Hippocrates for treating spinal deformities, successfully manipulating her dorsal vertebrae back into place over several months. He subsequently moved to London and opened a spinal practice. It is ironic that Harrison's successes brought him into conflict with numerous members of his profession who excused their own previous failings with their patients by accusing him of quackery in the pages of the medical journals of the time. It was around this time that a long-running dispute with the Royal College of Physicians came to a head. One of their by-laws decreed that any physician practising in London had to apply to the College for a licence or cease practising. Being an Edinburgh graduate Harrison would have had to submit to an examination but could only become a Licentiate as Fellowship of the College was the preserve of graduates of the College or Oxford. Harrison had a good deal of support when he challenged the College's right to impose this rule in Court. However he lost some of this popularly when his barrister won the case by arguing Harrison was practising as a surgeon rather than a physician and was therefore not covered by the rule.

Despite much derision and criticism from his professional contemporaries Harrison's practice flourished and he published a number of illustrated texts including *Pathological and Practical Observations on Spinal Diseases* (1827). By 1828 he had trained some twenty physicians across the country in his methods as well as practitioners in France, Germany and America. However, Pendell describes Harrison's most remarkable success in the chapter entitled "The Extraordinary case of Sarah Hawkes". Hawkes had been punched in the neck when she was 11 years old and consequently her limbs became "grossly twisted and deformed". After being unsuccessfully attended by over forty physicians she was brought to Harrison in 1831 and within six months had been transformed "into a fine upright teenager". The before-and-after engravings included in the text well illustrate Harrison's extraordinary achievement.

Harrison died in 1838, the year after he had opened his Spinal Institution, which continued for several more decades. Whether Pendell is justified in remarking that "most of today's medical historians do not fully recognise the chiropractic treatments of Harrison" is a moot point, but he has produced a fascinating and well researched book which undoubtedly adds to our enjoyment of the period, particularly of the rivalries and self-seeking prejudices of Harrison's fellow professionals and their institutions. However it is not an academic account as it lacks citations and footnotes and appears to rely on sources no more recent than 2000. As to Harrison himself it is perhaps fitting to recommend Pendell's account with a sentence from the *Bristol Banner*'s review of George N. Epps' 1849 book on spinal curvature which described many cases cured by Harrison and his methods. "We commend the book as a remarkably interesting exhibition of the power of medical skill to mitigate the miseries of human nature".

Chris Reen, Donington

Very few historical characters had a financial empire so vast and complex that it required the attentions of a specially created Exchequer department to disentangle and manage it over more
than twenty years. In fact there was only one man of whom this can be said: Aaron le Riche, or Aaron of Lincoln, the great Jewish financier who was probably born in the 1120s in London and moved his centre of operations to Lincoln at some point during the middle part of the century.

Simon Webb has given us a very useful introduction to the workings of Aaron's business dealings. His use of a network of agents, and the use of financial documents to avoid excessive cash handling are explained in some detail, as too the difficult but necessary relationship between the Jews and the King. Aaron's personal life and the Lincoln context are perhaps less well documented, as we know little about his immediate family. The two sons who followed him into business (page 21) were Abraham and Vives, of whom little is known. His house in the Bail, mentioned here, is now understood to have been situated in the present day Castle Square. There is no link between Aaron and the Norman House (46-47 Steep Hill), a picture of which is on the front cover of the booklet. Some websites even persist in calling this 'Aaron's House'. It is believed that Aaron's partner Josce or Jocces of York was in fact responsible for building this house. Mention is made (on page 37) of Bellassez, hanged for alleged coin clipping in 1279, in connection with the Little St Hugh episode of 1255. There is no evidence to suggest that she was involved with the incident, even though she did live at the Jews House. There was another Bellassez or Belasset, whose daughter Judith was betrothed in 1271, which has caused much confusion for several historians.

Many versions of the Little St Hugh saga exist, both in prose and in verse: one of the few true facts is that 19 Jews were hanged as a result of the hysteria created in Lincoln. Copin, the main scapegoat and the only victim to be executed in Lincoln, can be formally identified as Jacob son of Leo, who lived at what is now 14 Steep Hill.

LETTERS, NOTES & QUERIES

N&Q

Dear Ros and Hilary

I read with interest your note about spiders and conkers in the Editorial of the Autumn edition of P&P. For a few years now, I have placed a few conkers unobtrusively around my home, and while there is no proof that this is the reason, the spiders (and there were many of all shapes and sizes) have completely disappeared! I can't remember where I heard this 'old wives tale'. People seem to have heard about it when it is mentioned.

Ros Bayee, Lincoln

FORTHCOMING EVENT

Short notice of a lecture at Barton upon Humber

ST PETER'S CHURCH, BARTON UPON HUMBER

One of the most important buildings to have survived from the Anglo-Saxon period, St Peter's church was taken over by English Heritage in 1978. There followed the largest programme of archaeological excavation ever carried out on a church in the UK.

Professor Warwick Rodwell OBE

will present the highlights of more than 30 years of archaeological research at Barton, and will show how St Peter's and St Mary's churches relate to one another and to the development of the historic townscape, in an illustrated lecture taking place on

25 April 2012 at St Mary's Church, Burgate, Barton, at 7.30pm.

Barton upon Humber Civic Trust

Admission: £3 Society members; £5 non-members
(St Peter's – Optional walk around the church at 6.45pm)

ERRATA: In the article by Brian Ward in LP&P 86, the source for the map on page 5 should have been given as Russell, The Enclosure Act in Market Rasen and for the illustrations on page 9 as M. Higton collection.
Dear Editors,

I noticed the Progressive bus on page 12 of the latest LP&P. While not particularly wanting to draw attention to every bus photo that appears in the magazine, it might be worth supplying a little more information this time as well. Again, it's something of a 'mystery' picture because the vehicle is difficult to identify, although readers may have noticed the 'DO' Holland County Council registration mark, which is the only part of the registration not obscured. The bus looks to me like a Straker-Squire, of which Progressive had seven single-deck models, six of which were registered with DO marks, which would mean that the bus in the photo is either DO 2343/9, 2410/1, 392 or 398, all now in 1921 or 1922 to Progressive Motor Services (Boston) Ltd and acquired by W. T. Underwood Ltd on 1 February 1926. Apparently they spent much of their short lives in the Scunthorpe area. Few lasted beyond 1930.

Adam Cartwright, Aldershot

James R. Foster's article in LP&P 86 includes this 1925 photo of a bus driven by his father, James A. W. Foster (1889-1972) for W. T. Underwood of Scunthorpe.

N&Q

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Hello SLHA group

I have attached a very old photograph showing my great-grandfather William Seward and his second wife at the 'Red Lion Inn', which family legend suggested was in the Mablethorpe area. My father and grandmother emigrated to Australia in 1931 and I still have cousins in Nottingham. At the end of May 2012 my husband and I hope to try and find the old Red Lion. My English grandma used to tell me that her father, William (Bill) Seward was the innkeeper there for a time. I am sure he would not have owned the inn but just been a worker there. I think my great-grandfather was born at Burton Coggles in rural Lincolnshire. I would appreciate any information you might be able to forward.

Gail Nielsen, Sydney

Do you recognise this 'Red Lion' or have any information about the people in the picture – Bill Seward and his second wife?

N&Q

4

MYSTERY PICTURE

This appears to be a walled garden with, probably, a stone dovecot on the hillside behind. The photo was sold to me as Billingborough, but probably not.

Hilary Healey