LINCOLNSHIRE
PAST & PRESENT

N° 88 Summer 2012

COTTAGE HOSPITAL, BOSTON.

William Henry Wheeler, engineer, architect and author
Charles F. Booth and Telstar
Changing land use in Tattershall
History of a road – Lincoln to Dunham Bridge
The Young family of West Rasen and Kingerby
Bracebridge Gasworks gardens
Boston’s Carnegie library
Bracelet clasp and votive banknote in The Collection
Notes & Queries
Bookshelf: 13 new books reviewed inside
Welcome

Unfortunately there was a number of articles in the last issue with text omitted. Please accept our sincere apologies. The missing text is supplied below:

In 'A Portrait of Isabella Carre' by Michael Turland, the last source reference was missing: Stewart and Cutten -- Dictionary of Portrait Painters in Britain up to 1920 (1997).

A further piece on the painting will appear in the next issue of Lincolnshire Past & Present.

Paragraph five of Rob Wheeler's article, 'A Middle-Class Honeymoon of 1827' should have read:

'Eliza liked to note the aristocratic seats she had seen, though, with the exception of Chatsworth 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 eluciate. Thus 'Draycote' is actually Wiseton Hall, near Clayworth, Notts, whose proprietor had erected a fine inn at Drakenhall. Conveniently she noted this as 'Lord Althorp's seat'. Viscount Althorp was a leading Whig politician.'

The final two sentences of Brenda Webster's article on Heighington War Memorial should have been: 'Democracy -- at its best or worst? Or just plain economics?'

Peter Stevenson's article on the Mere 'Y' Station finishes with a word of advice:

'Should you wish to visit the site, by all means walk the bridleway, but the landowners insist that, due to their condition, the buildings and their surroundings should not be approached without their supervision.'

The last paragraph of Chris Johnson's review of Aaron the Jew can be found on page 25, at the end of the Bookshelf section. The contents of this issue are listed below; we hope you enjoy it. If you sent in an item and it has not appeared, it is likely to be included in the next edition.

Ros Beevers, Joint Editor

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Lincolnshire Past & Present Editors: Hilary Healey, Ros Beevers
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Contributions to the next Bulletin and the autumn issue of Lincolnshire Past & Present are welcome as soon as possible. Material may be sent to the Joint Editors c/o Jews' Court, Lincoln LN2 1LS. Articles may also be sent on compact disk (Microsoft Word document) or as an email attachment to linumcolonias@hotmail.com or info@slha.org.uk or access the online enquiry form via www.slha.org.uk to submit a query. To place an advertisement email linumcolonias@hotmail.com
Cover picture: Boston Cottage Hospital, designed by William Wheeler and built in 1874.
Boston

The previous three communities considered in this series, Gainsborough, Grantham and Lincoln, all received Carnegie grants that resulted in buildings either exclusively or primarily for the use of a library. However, this was not the case everywhere. Boston was granted funds by Andrew Carnegie that formed part of a much grander and more elaborate plan.

It had been originally intended to provide a Free Library and a School of Art to commemorate Queen Victoria's Diamond Jubilee in 1897. A public subscription fund was inaugurated that was soon accepted by Boston Corporation. The Corporation had also committed itself to providing new accommodation for the Council offices and for the Police and Fire services, so these were included in the scheme. The result was the opening of the new Municipal Buildings in West Street on 16 June 1904, which accommodated the Council Offices, Mayor's Parlour, Fire Station, Police Station, Police Court and Cells and School of Art, as well as the Library and Reading Room. The Library was given exclusive use of its own designated rooms. Andrew Carnegie donated £560 towards the library scheme and the Mayor, Alderman Joseph Cooke, who officially opened the premises, added a further £500.

The imposing Edwardian premises are in, what Pevsner describes, as 'yellow and brown terracotta'. Parts of the original interior decor, including wide staircases and some wood panelling, survive. Over the years, the remorseless advance of bureaucracy and its attendant demand for more office space, together with changes in the authorities responsible, has meant that many of the services that were originally accommodated in the West Street building, such as the Police and Fire services, have moved elsewhere. Thus the Library is today housed in a building close to the northeast end of the parish church (the Stump).
2012 marks the fiftieth anniversary of the launch of Telstar, the first experimental communications satellite. Charles Frederick Booth (1900-1975), educated in Lincoln, played a leading role in its development.

Booth was born in Leicester and his parents moved to Kent Street, off Monks Road, Lincoln, when he was a young child. He attended the City School and afterwards took an apprenticeship with Ruston & Hornsby. He also worked as a student-instructor in engineering at Lincoln Technical College and studied for an external degree in electrical engineering with London University. After graduation he joined the GPO and from 1923 to 1963 worked at the radio laboratory of the Post Office Research Station, Dollis Hill, London.

Rising to the level of assistant engineer-in-chief, Booth became an expert in the use of quartz crystals for precision frequency control. He was also a pioneer in VHF sound and television broadcasting and was considered the driving force behind the national trunk network for television and telephone distribution.

He represented the GPO at several international telecommunication conferences in the 1950s and 60s. Most significantly he was head of the British technical team that worked with French and American engineers to complete the ambitious Telstar project in 1962.

Charles Booth’s association with Lincoln was reinforced by his marriage to Lucy Mabel Warner, whose brother Charles owned the well-known motor business in the city. Booth joined the Territorial Army in the 1920s and at the outbreak of World War 2 was Captain in the Royal Signals. However, the importance of his work on communications technology prevented his call up for active military service. The award of OBE for his work was followed later by CBE.

After his death in 1975 his fellow electronic engineers recalled Charles Booth’s ‘prodigious drive, his unflagging enthusiasm, his zest for life and, above all, his powers of leadership. He had the ability to express complex concepts in clear direct speech; this made him not only an effective contributor to international conferences, but also a superb lecturer.’

Telstar

Telstar was the fruit of years of collaboration between the American AT&T, Bell Labs, NASA, the French PTT and the British General Post Office. It was the first experimental TV and communications relay satellite and it was launched on 10 July 1962.

The Americans built their earth station at Andover, Maine, the French built theirs near Lannion in Brittany, and Goonhilly Downs, near Helston in Cornwall, was chosen for the site of Britain's first satellite communications station. Goonhilly One was designed by Post Office research engineers and Husband and Co, the same consulting engineers who designed and built the Jodrell Bank Lovell Radiotelescope. It is a steerable parabolic antenna 25.9 metres in diameter and weighing over 1100 tonnes.

Telstar's orbit was not geostationary, that is to say, it did not appear in a fixed location in the sky relative to the earth like modern communications satellites. Instead, it orbited the earth about every 2½ hours and there was a 'window' of only 20 minutes when both continents could "see" it and establish communications.

Honours for the first successful relay from the USA fell to the French but soon Goonhilly acquired the signal too and thus began the experiments which laid the foundations for the satellite communications services we rely upon today.

Acknowledgements: Ruth Tunley brought this anniversary and its local association to our attention. John Horner, nephew of Charles Booth, generously supplied personal information and photographs.

![Image of Goonhilly Satellite Communication Centre](Fig.2)

![Image of map showing satellite transmission](Fig.3)

(Courtesy BT Heritage)
FIELDS, CASTLES, COLLEGES
AND CHANGING LAND USE IN TATERSHALL

INTRODUCTION
In July and August 2011 AOC Archaeology Group undertook an 
arachological watching brief and 
a programme of strip, map and 
sample at Blacksmith’s Corner, 
Tattershall. The archaeological 
works were undertaken to fulfil the 
arachological condition on plan-
ing in advance of the construction 
of a new Tesco store.

Tattershall is a small market 
town in the East Lindsey district of Lin-
colnshire (Fig 1). Most famous for 
its late medieval brick castle, Tat-
thershall also contains a number of 
other notable and characterful 
buiildings of medieval and post me-
dieval date.

BACKGROUND
Blacksmiths Corner is located im-
mediately to the north of the Mar-
ket Square (Fig 1) in an area of 
land occupied until recently by the 
McCombe Coachworks Ltd. Prior 
to the construction of the coach-
works, much of the site is thought 
to have been farmland, except for 
the southern street front, which was 
built upon during the 19th century.

While only limited prehistoric 
activity is so far known within the 
Tattershall area, the Roman period 
is represented by more intensive 
activity with a settlement and pot-
tery works located in nearby Tat-
thershall Thorpe (Jones and 
Boutwood, 2005, 7). During the 
Saxon period Tattershall is thought 
to have been a very small settle-
ment and it is not mentioned in the 
Domesday Book. The location of 
any Saxon settlement at Tattershall 
therefore remains uncertain (Hogg, 
2011, 5).

Medieval Tattershall would un-
doubtedly have been dominated by 
the castle, located 320m southwest 
of the site. First built in the 13th 
century by Ralph de Tattershall, it 
was rebuilt during the mid 15th 
century when Ralph, Lord Crom-
well, Lord Treasurer to Henry VI 
funded a building programme, 
which saw not only the rebuild-
ing of the castle but also the construc-
tion of Holy Trinity Collegiate 
Church, a college and alms houses.

This period of increased activity 
also included the construction of 
the Butter Cross in the Market 
Square, and the nearby Fortesque 
Arms. After Cromwell’s death in 
1456 the estate passed to his nieces 
Maud and Joan, but was confiscat-
ed by the Crown upon the execution 
of Maud’s third husband, Sir 
Gervase Clifton, after the Battle of 
Towcester in 1471. In 1487 Henry 
VII granted the estate to his mother 
Margaret Beaufort (Wotton et al, 
1771, 26).

Tattershall did not undergo the 
same level of growth in the post-
medieval period as nearby Horncastel or Sleaford. Tattershall 
remained a smallish settlement focused 
around the Market Square until the 
mid 19th century, when maps show 
slight expansion (Hogg, 2011, 7). 
The site appears to have remained 
largely undisturbed up to this period 
with only the southern perimeter 
being built upon.

FINDINGS
Roman (Figure 2)
The earliest activity recorded on the 
site consisted of a series of ditches 
forming part of a probable coaxial 
field system (Figure 2); only a sin-
gle sherd of local sandy pottery, 
dated to the first or second centuries 
AD, was found in these features. 
The addition of a ditch, which con-
tained greyware dated to AD 250-
400, appears to have slightly altered 
the alignment of the field system in 
the later Roman period. These find-
ings indicate that the site had been 
incorporated into a Roman agricul-
tural landscape, but the paucity of 
the finds would tend to suggest that 
the site was some way from any 
settlement. Two shallow undated 
pits were also assigned to the Roman 
period on stratigraphic grounds.
After the Roman period, the site seems to have been abandoned for much of the next 500 years; this could partially be the result of a wetter climate during the Saxon period (Tooley, 1978, 182–192), which led to the relatively low lying site becoming boggy.

**Medieval (Figure 3)**

Tattershall is first mentioned as a settlement in the Lindsey Survey of 1115 (Hogg, 2011, 6). The only activity recognised on the site, which could be dated to this earlier medieval period, was a single ditch, dated to between 1100–1250, in the southwest corner of the site (Fig.3). This ditch may indicate that the site had become incorporated into farmland associated with the settlement recorded in the Lindsey Survey.

The period 1250–1440 saw only a slight increase in the level of activity on the site with a series of pits and a pond like feature being dated to this period. The pond feature could indicate that the site was still relatively damp and therefore not entirely suitable for agriculture. However, the site may have been used as pasturage, with the pond providing a water supply for livestock.

The majority of the features identified on the site dated to the period 1440–1550 and included a series of large pits, two lines of postholes in the north of the site and a possible barrel well.

The pits were generally large, sub-circular, steep sided, and contained moderate amounts of pottery, animal bone and building material. These features were initially thought to have been cess pits, however the fills did not contain any fly puparia or any other finds usually attributable to the presence of cess. Given this, they were more likely to have some industrial function, possibly associated with the construction work that was occurring in Tattershall during Ralph Cromwell’s tenure.

The pits contained mainly local pottery, brick and tile. Much of the brick was of the types used in Ralph Cromwell’s construction of the castle and college and are identified as having come from the Boston and Edlington Moor works (Blair and Ramsay, 1991, 226). Bricks from this manufactory were made in two sizes, both of which were found on the site. Much of the pottery assemblage is also derived from local sources such as the Kirkstead, Toynton/Bolingbrooke and Bourne industries (Hogg, 2011, 18). The presence of a single waster sherd of Toynton/Bolingbrooke fabric (Fig.4,1) may, however, indicate the presence of a hitherto unidentified kiln site for this form of ware nearby.

Possible industrial working is also suggested by the assemblage of iron objects, which included knives and a metalworking punch. Two other iron objects were found within the later medieval contexts; these comprise an iron ring (identified as probably being part of a bridle) and the branch of a spur. The presence of these artefacts and the metalworking punch raises the possibility that blacksmithing being undertaken close to the site. The name Blacksmith’s Corner was in use by 1849 (Hogg, 2011, 6); however, these finds raise the possibility that blacksmithing activity was present in this area of Tattershall at a much earlier date.

The animal bone assemblage from the later medieval contexts was small but diverse. Much of the bone was bovine with all parts of the skeleton represented; this could indicate that the animals were being killed and eaten.
on site, however, no butchery marks were found. Sheep, goat and pig bones were less frequent, although one sheep horn core did display evidence of butchery.

The presence of charcoal assemblages containing quantities of roundwood from some of the pits suggested the possibility of the material having come from local managed woodland. However, upon further analysis, the variety of species was found to include alder and willow or poplar, as well as oak and hazel. This mixed assemblage is not likely to derive from managed woodland, where typically few species would be present (ASE, 2012, 10). While oak and hazel burn well and may have been used for industrial or domestic fuel, alder and willow or poplar, are more likely to have had a structural function, possibly as wattle. Species such as elder, willow and poplar thrive in damp, low-lying areas such as this site and it may be that this charcoal was from trees growing on or close to the site. The pits also contained remains of wild plants and fruits such as blackberry, indicative of the presence of relatively disused or waste ground.

The two lines of postholes, both approximately 8m long, ran parallel to each other 1.50m apart and on northeast-southwest alignments. They may have formed part of a building in the north of the site; the lack of any associated features makes this interpretation less than certain though. The small size of these postholes and lack of associated features may also indicate that any structure represented was fairly flimsy and temporary in nature.

The most notable feature excavated on the site was the possible barrel well (Plate 1) in the centre of the site; the barrel had been sunk into a pit and secured in place by a series of roughly hewn and sometimes eel-free oak and ash props. The barrel had been coopered and was constructed from thirteen oak staves, some of which were incised; these marks are thought to be related to the barrel’s construction (Fig.4.2 and 4.3). The fill of the barrel was uncharacteristically sterile for a well. One notable find from immediately above the barrel was a near-complete horse skull, the deposition of which could have been part of an act of sealing the feature at the end of its use.

**Post medieval (Fig.5)**

The post medieval activity on the site was restricted to a number of pits and two cattle burials (Fig.5). The presence of cattle burials would suggest that the site reverted to agricultural use until the late 19th century; map regression supports this assertion, with much of the site remaining undeveloped until the last hundred years (Hogg, 2011, 7). The only feature of later post...
medieval date identified on the site was a Victorian brick-lined cess pit in the southwest of the site; this was probably associated with the possible smithy thought to have occupied this area in the 19th century and which probably gave the site its name (Hogg, 2011, 6).

**DISCUSSION/CONCLUSIONS**

The site mirrors the varying fortunes of the settlement of Tattershall to a surprising degree. The Roman agricultural activity identified on site was probably related to the Roman settlement identified to the north at Tattershall Thorpe, the field system found on site being part of a wider agricultural landscape.

Tattershall remained a small settlement throughout much of the early medieval period, and did not expand greatly until the building projects of Ralph, Lord Cromwell and his successors between 1434 and 1500. This potential for money and the opportunities for work would have led to an influx of skilled workers such as builders, stone masons, wood workers, blacksmiths and many other trades and their families. To cope with the dramatic increase in population, it is likely that a transient settlement would have developed on the periphery of the centre of Tattershall. Space would also have been required for the trades and industries associated with the construction works being undertaken at the castle and within the town. The site’s low lying nature may have been exploited to provide access to water, while the relatively central location would have facilitated access to the castle and other buildings under construction.

As with any such fast growing settlement, little demarcation of space would have occurred between domestic and industrial activity. People would have lived and worked in the same areas. While no direct evidence of
domestic structures was found on the site, typical domestic artefacts were found including sherds from cooking vessels and meat bearing animal bone. The presence of high status iron artefacts and a metal punch may also suggest smithing activity on or close to the site.

With the execution of Sir Gervase Clifton in 1471 and subsequent confiscation of the Tattershall estate by the crown, the building projects are likely to have ended and the skilled workers migrated to other ‘boom towns’.

Tattershall was left much as it was before, albeit architecturally vastly richer.

References

THE YOUNG FAMILY OF WEST RASEN AND KINGERBY

T he Youngs, an ancient Catholic family of Welsh descent, settled at West Rasen towards the end of the 17th century and lived at the old manor house as tenants of the Constables, who owned the estate and still do in the person of their descendant the present Duchess of Norfolk as Lady Herries.

In the roof of the house is a chapel where mass is often said (hence ‘The Old Chapel House’). This John Young died at West Rasen and was buried there on the 2nd February 1707.

Their great-grandson Isaac Young, purchaser of Kingerby had married Ann, daughter of Thomas Champney of West Rasen. The latter was steward to Sir Marmaduke Constable. As mass was now (1785) said at Market Rasen as well as at The Old Chapel House, he did not reopen the chapel at Kingerby Hall. Isaac Young died in December 1792 and is buried at West Rasen. His son James (b.1757) succeeded to the estate. He pulled down the Old Hall in 1803 and built the present Kingerby House.

Sir Marmaduke Constable of Everingham, Yorks, was taken to York Castle in 1730 as a ‘Pepish Recusant’. He had ordered his steward, Thomas Champney to provide refreshments for the soldiers and they had become drunk. Some time afterwards they came for Champney also. He hid in the fields in the standing corn.

Once when he was concealed in a haystack, they wounded him by probing with their swords to ascertain if he was concealed there, but he did not call out.

Champney was afterwards made steward of Sir Marmaduke Constable’s Lincolnshire estate so he came to West Rasen.

ORIGINAL DOCUMENT
The following extracts are from the Market Rasen Roman Catholic Register (Lincolnshire Archives)
Contributed by Ivan Baker

Left:
Kingerby Hall
On an ancient moated site, this house dates from 1812, built for James Young.
A POLYMATH OF BOSTON
W. H. WHEELER M.I.C.E. 1832–1915
Engineer, Architect, Author

John Almond looks at his life and work in Boston and beyond

W
illiam Henry Wheeler was one of the most influential engineers in Boston’s illustrious history. He was probably best known for his work designing and building of the docks, the general hospital and the people’s park. His book, *A History of the Fens of South Lincolnshire*, and his unrivalled knowledge of land drainage have made him known to many more people outside the town and county. He certainly left his mark on the town, and a large area beyond, during his time in Boston.

Born in 1832, son of William Obadiah and Ann Wheeler, of Brook Green, Hammersmith, Middlesex, he was educated at King’s College, London, and was later articled to Chambers and Porden, engineers of London, specialising in civil engineering and drainage.

He arrived in Boston in 1861, when he was appointed Boston and Harbour Engineer, and was soon involved with the Rifle Volunteer Corps, just one of his many hobbies. He is mentioned in some competitions in 1861, and retired as a quartermaster-sergeant twenty-five years later.

Another of his interests was wood carving. Examples of his handiwork can be found in the home of his friends the Boston banking family, the Garfits, of 116 High Street and West Skirbeck House, London Road, and of course his own later home, Wyecote on London Road.
He was also Hon. Secretary of the Boston School of Art for many years.

William married Martha Elizabeth Sills of Castorvale, a hamlet in the parish of Barrowby, near Grantham, at Grantham in 1865. She was educated at Wood Hall, Grantham, where she was a boarder. The Sills family were farmers, farming around 740 acres. William and Martha had three children, sons William Herbert and Ralph, and a daughter, Mabel.

Unfortunately, the two brothers were drowned in a terrible boating accident in the Wash on 8 June 1896. Their yacht capsized during strong currents in the Boston Deeps, off Skegness. William Herbert was aged 29 and Ralph 21. Both bodies were later recovered and buried in Skirbeck churchyard. It seems unlikely that Mabel ever married.

We know from various census papers that the Wheelers lived at 73 Pen Street, 57 High Street, 51 London Road, and then, finally, Wynecote, also on London Road, of which Wheeler was the architect. It is noted in the plans dated August 1888 and January 1889 that Wynecote should be built of the best quality bricks procured in the neighbourhood of even and regular size, and that the bricks must be approved by the architect before use. The date '1889' is built into a window lintel. This building is still standing and was once used by Boston RDC, later the Borough, as offices.

Wheeler's main service to the town was the construction of the dock; the building of the public swimming baths, and the designing and setting out of the people’s park on corporation ground in the Skirbeck Road/St John’s Row (or Road)/South Street area. The gardens in the park were set out in 1871, with large grass areas, a bandstand and provisions for cricket, football, skittles, bowls, quoits and croquet, tree lined walks, a pond and a children’s play area. It was the first public park in Lincolnshire and covered 33 acres.

The new baths for swimming, complete with the superintendent’s house, were opened on 3 May 1880 and, according to White’s Lincolnshire of 1892, tastefully designed. The hospital was erected in 1874, with accommodation for twenty-four patients. It had later extensions and replaced the original cottage hospital in Irby Row.

The new dock must have been an enormous undertaking. After years of discussion, the final decision on where to build it, whether at Freiston or on the present site, was decided in March 1881. It was to be built to Wheeler’s own designs. First it meant the demolition of two ancient mills, the Gallows Mills. The first turf of the new dock was cut by the Mayoress, Mrs Simonds, on 9 June 1882 amid great celebrations.

The first boat to arrive in the new dock basin was the Myrtle, loaded with cotton seed for J. C. Simonds and Son, on 15 December 1882. She had sailed from Alexandria.

Not all of Wheeler’s design works were carried out in Boston, and he was responsible for alterations or extensions to Bicker, Stickney and Leverton schools. He also supervised the building of the new chancel of St Nicholas’s Church, Skirbeck.

Drainage was the subject in which he really excelled, not just locally but throughout the fenland region. His reputation spread far beyond this country’s shores, especially after he designed a dredging machine called ‘The Ender’. It was awarded a bronze medal at the 1904 World Fair, held in St Louis, USA.

Wheeler’s knowledge and expertise in drainage were sought throughout the Fens and beyond. In his obituary in the Boston Guardian and Lincolnshire Independent newspaper it was reported that, as an authority on drainage matters, he was almost the court of appeal. Many of his personal copies of Acts of Parliament relating to drainage are held by the Spalding Gentlemen’s Society.

As an author, his works were mainly on the subjects of tide and drainage. His most notable work was A History of the Fens of South Lincolnshire. As with Pissie Thompson, the author of The History and Antiquities of Boston, Wheeler’s work was published twice: the first edition appeared in 1868, and the second, enlarged, edition ten years later.

Among his other works were The Drainage of Fens and Lowlands by Gravitation and Steam Power, The Sea Coast; The Fens Rivers, their Hydraulics, Improvement and Navigation; and A Practical Manual of Tides and Wav. He also published a host of pamphlets and other works, including a chapter about the Fens in White’s Directory of Lincolnshire.

He presented to the Boston Municipal Library a copy of the Journal of the Royal Agricultural Society, including an article, ‘Agriculture in the Fens’, which presumably he wrote.

William Wheeler gained his degree, M. Inst. C.E., in 1867. Among the notable organisations he belonged to were The British Association, The Royal Society (he was a life member of both of these) and the International Congress on Navigation. He was also a Freemason and was a senior member of the Harmony Lodge.

Martha died at the family home, Wynecote, London Road, Skirbeck Quaker, on 7 January 1898, aged 56. Unfortunately, William was away in Manchester on business at the time. Mabel was also away visiting friends. Apparently Mrs Wheeler had not been well for some days, but her health was not thought to be a cause for concern.
as she had accompanied William to the railway station in their carriage when he set off for Manchester the previous Thursday. She was seen in her garden the next day, so her death seems to have been sudden and unexpected. William had a stained glass window installed in St Nicholas’s Church, Skirbeck, in the south aisle, to commemorate her and their two sons who died so tragically roughly eighteen months previously. One can imagine this was the most distressing period of William’s life. He decided to retire from his position as Boston and Harbour Engineer in 1905, after 44 years service. He retired to 4 Hope Park, Bromley, Kent, where he died on Wednesday 20 October 1915, aged 83 years. His ashes were buried in St Nicholas’s churchyard, Skirbeck, on Tuesday 26 October 1915.

He lived a full and interesting life and was what we would call today a workaholic. He was a man with vision and obvious talent in a number of varied subjects. The hospital project seems to have taken much of his time as, not only was he honorary architect and secretary, but also secretary to the medical staff. He seems to have almost been its founder. The railway was his principal means of transport for his more distant appointments, but his carriage or trap must have been kept very busy locally.

Although not a Lincolnshire born man, he has left a mark on the area, which is still a benefit to us today.

If he had been asked for a record of his life, he might have said, as Sir Christopher Wren said when he completed St Paul’s Cathedral, ‘Si momentum requiris circumspice’ (‘if thou seest his monument look around’). All of his buildings and gardens would still have been at their peak then.

However, it seems a shame that the hospital (demolished after the Pilgrim Hospital was built) and the swimming baths have both given way to housing, and the gardens have been swallowed up by the industrial use on the dock, but that’s progress!

NOTES AND QUERIES 88: The Red Lion at Stickford

N&Q 88:1

I may have an answer for Gail Nielsen’s query about the location of the Red Lion pub in the last LP&P [N&Q 87:3]. First, this certainly looks like an East of England pub, brick built with a pantile roof and side extension. The pub sign is obviously a depiction of a lion, without any additional text or brewer’s name. Most of the larger Lincolnshire brewers of the past in fact favoured ‘text’ signs in a house style without any visual image of the pub’s name. (Bateman’s still has this preference of course) but this could be a free house (not tied to a brewery) where such rules would not have applied. My guess is that the photo was taken somewhere around 1900–1910 from the clothing style (though I’m no expert on that).

In 1904, 44 Red Lions were recorded in _Kelly’s Directory of Lincolnshire_, and likely candidates reasonably close to Mablethorpe are: Spilsby, Stickford, Raithby, Baumber, Partney, Alford, Withern, Mumbery and Great Steeping. Helpfully, most of these are still open today – only the Steeping and Alford pubs have closed – so a comparison is not too difficult. Of these houses, the only one which looks to be right is the Red Lion at Stickford – though there are some problems. The most obvious one is that if this is the right building, the single storied extension would have to have been demolished since the original photo was taken – which is quite possible, of course. More of an issue are the two dormer windows upstairs, where the fenestration now does not match: there is an additional row of panes and the dormer looks higher. But the windows may have been reframed. The Stickford Red Lion reopened in 2010 after it had been closed for a few years and it has a website here: http://www.redlionsstickford.co.uk/aboutus.html. There is another possibility: the building in the photo may have been completely rebuilt and since closed, which would make it very difficult to trace – the Red Lion at Steeping is an example.

Adam Cartwright, Aldershot

N&Q 88:2

There were no Red Lions in or very close to Mablethorpe so I took a radius (20–30 miles) and found about half a dozen. I decided the illustration was not much like a town, so plumped for villages. One of these was Stickford. Fortunately there is a Stickford history, _Thriving in the Fen_ published in 2002. Sure enough, there is a picture of the Red Lion, and it is actually the right one, although it is shown as bare brick rather than whitewashed.

The Stickford book suggests the building, or an inn on the same site, may date from the 17th century. It had been “a farm, grocer’s and alehouse, becoming a Public House in the 1920s.” However, it was definitely a Public House in 1896 and 1913 (listed in the two volumes of _Kelly’s Directory_ that I consulted) so there are some small discrepancies. The Directories do not name the tenant and I have not looked at any census returns. The photograph can be found on page 50 of _Thriving in the Fen; A History of Stickford_, published by the Stickford Local History Group. It is ISBN 0 9542265 0 X and should be in county library branches.

Hilary Healey, Joint Editor
By AD47 a northern British frontier had been established by the Roman army on the southern bank of the Humber. Possibly before the establishment of a fortress at Lincoln, the Ninth Legion (Legio IX) had built a military site on the cliff at Newton-on-Trent, overlooking the river and the future site of Dunham Bridge. It is possible that a track connecting this site to Lincoln was already established during the first century, together with a ferry river crossing.

Over the proceeding centuries, large estates developed within the area, bringing the need for reasonable road access to the City of Lincoln. Queen Eleanor, the wife of King Edward I died at the home of Richard de Weston at Harby on 28 November 1290. Lady Katharine de Swynford of Kettlethorpe married John of Gaunt at Lincoln Cathedral in 1396, and the Daubeney family held the manor of Saxilby and Ingleby for some 350 years. A convent was established at Broadholme, two miles from Saxilby.

From 1555, the maintenance of highways became the responsibility of each parish, repairs being undertaken using any stone to hand. A case was reported in the Lincoln, Rutland and Stamford Mercury in 1826: "The King v. Inhabitants of Saxilby" – an indictment for the non-repair of a road.

By the early eighteenth century, the poor state of both the roads and waterways between Lincolnshire and the rest of the country excluded farmers from the expanding markets for corn, wool and livestock. In 1738, Lincoln Common Council reported that the highway between the Old Packhorse Inn in St. Mark's parish and Great Bargate in St. Botolph's parish (now lower High Street) had mud so deep and cut up that in the winter season wagons, carriages and loaded horses could not get through.¹

In order to link major towns and cities, turnpike trusts were created. The trust would undertake to build and maintain the road in return for levying tolls on the road users. The powers and responsibilities of each trust were contained in individual Acts of Parliament. The first Lincolnshire roads to be turnedpike were parts of the Great North Road in 1726, followed by a stretch from Baumber to Lincoln, which opened in 1739.

An Act of Parliament (29 George II, cc. 84, 85)² passed on 13 November 1755, authorised a trust for the 'repairing and widening the roads from the north end of Dunby Lane (north of Sleaford), to the south west corner of Riseholme Hedge, and to Carholme Gate, Drinsey Nook, and Dunham and Littleborough Ferries...'. The Carholme Gate and a pinfold stood at the current site of the Golf Clubhouse on Carholme Road.

The Act also authorised the setting up of toll gates across the roads including 'other gate or gates turnpike or turnpikes in or cross the said road leading from Carholme Gate to Littleburgh [sic] and Dunham Ferries upon the River Fosse, between the Till and Saxelby [sic] Bridge, but within a distance of 5 miles from the City of Lincoln'.

The turnpike road map ³ shows the toll bar, which stood near the end of Broxholme Lane. A toll collector's cottage was built with the front door and windows facing onto the road. The collectors were on duty

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¹ Sir Francis Hill, Georgian Lincoln
² Lincolnshire Archives: L/LIS:43/2/1
³ Lincolnshire Archives: Lind Dep Plans 2/27
twenty-four hours a day. The tollgate not only barred the road but also the canal towpath.

The trustees were authorised to charge as follows:- ‘Horse, mare, gelding, mule, ass, bullock or other beast of draught, drawing any carriage – 3 pence.

‘Horse, mare, gelding, mule, ass, bullock or other beast of draught, drawing or hauling any boat or vessel on the River Fosse – 3 pence.

Any beast not drawing – 1½ pence.

‘For every drove of Dren, Cows or Neat Cattle, the sum of 10 pence per score, and so in proportion. For every drove of Calves, Hogs, Sheep and Lambs, the sum of 5 pence per score, and so in proportion’. ‘Provided always that no person shall be subject to pay toll more than once in any year’.

Whilst there is no indication of side bars on the Saxilby turnpike map, toll bars were sometimes erected across side roads to prevent people avoiding the main bars. There were a number of exemptions from toll, including Royal Mail coaches, the military, or people on their way to Sunday worship.

The Act states that ‘the road not to be nearer the River Fosse than 24 feet’. In 1824 it was reported that the road was to be widened.

Whilst there were a considerable number of trustees, both landed gentry and leading businessmen, the act states ‘several of the trustees hereby appointed, or any 7 or more of them, shall meet together at the sign of the Rein Deer [sic], between the High Street and the Stonebow in Lincoln on the 15th day of May 1756, and shall proceed with the execution of this act’.

There were no bridges across the River Trent. The road was linked to ferries at Dunham and Littleborough (Marton). A ferry also crossed the Trent at Gainsborough, to be replaced by a toll bridge in 1790, which was then linked to the road at Marton. In 1830, the ferry at Dunham was yielding the owner, Mr Angerstein, a net income of £60 per year. Powers were obtained to build a toll bridge (II George IV, c.69); Mr Angerstein was paid £1,000 compensation. Amongst the shareholders were Lincoln Corporation, Sir Edward Bromhead, Joseph Collingham, William Dawber and Lord Monson.

The Bridge opened in 1832, and showed an annual income of between £300 and £390. No dividend was paid until 1887.

The Fosse crossing in Saxilby was by a wooden drawbridge, which had replaced a packhorse bridge crossing the canal from the rear of Fossdyke House to West Bank.

This considerable improvement in main roads, together with ongoing improvements to the waterway system, led to increased prosperity throughout the county. Regular stagecoach services were introduced, with one service running daily between Lincoln, Saxilby, Gainsborough and Manchester (1784). The growth of passenger services led to the reconstruction and building of inns. Stables can still be seen by Tong’s D.I.Y and ‘The Sun’ in Saxilby, and the existing building at Drinsey Nook was an inn (The Old Buffalo).

Improved roads enabled fat cattle to be driven further in one day, and not waste their flesh by wallowing through the mud; sheep could travel during the winter.

An article written in 1824 reads: ‘Not long since, a mail coach to London and Hull, and another thence a week to Nottingham, constituted all the means it could afford a traveller; now it offers him two coaches daily to London and Hull, two to Nottingham (one of which is a mail coach to Derby), a daily coach to Manchester in one day, by way of Gainsborough. The several established coaches above mentioned, the improved state of the roads, and the growing opulence of the county have all co-operated to justify the undertaking’.

In 1829 a traveller could go from Hull to Gainsborough by water, reach Lincoln by coach, and take a steam packet to Boston in a day for 3s. 6d.

The journey was at times still not without difficulty. Due to the poor state of its banks, the Fossdyke often overflowed during the winter months. Charles Anderson writes of his journey from Lea to Lincoln during the late eighteenth century: [4] 4

Saxilby Bridge 1910: In the foreground the pipe for Lincoln’s new water supply is being installed. Note the date, 1823, on the swing bridge (inset); it was previously thought that the bridge was built when the railway came in 1849.

4 MITT Lewis, Dunham Bridge, a Memorial History
5 Lincoln, Rutland and Stamford Mercury, 1 October 1824
6 Lincolnshire Archives: Anderson 5/2/2

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"We used in going to Lincoln to have horses from Lincoln to meet us at Drinsey Nook, otherwise we should never have got there. We generally had four horses, and the road used frequently to be under water between Marton and Fenton and between Fenton and Kettlethorpe Lane; at Drinsey Nook it was hardly passable."

Whilst current successive governments have been engaged in discussions over an integrated transport system, this is not a new idea. In 1832 the Steam Packet Company advertised that their packet would leave Boston at 7am in time for coaches from Lincoln to Hull, Leicester, Nottingham and Gainsborough.

By 1795 the Saxilby drawbridge was in a poor state of repair. An article from 1859 reads "There may be a few old people still living in the neighbourhood who remember that wild windy Thursday, 20 March in 1806, when Tom Otter was gibbeted . . . . . . how Saxilby drawbridge broke down that morning, after the cart passed over hearing the body of the murderer with the gibbet iron fastened to it".

An Act of Parliament of 1797 states: "there are two bridges over the Fossdyke Navigation of a very inconvenient construction. And whereas some time after the passing of the said Act (1735) the Bridge over the Fossdyke at Saxilby was altered to admit the passage of Boats, Barges and other vessels with their masts standing". The later act authorises any person improving or rebuilding these bridges to make a charge of "5 pence for the passage of each Boat, Barge or other vessel with their masts standing."

It has been considered in recent times that the Saxilby swing bridge was constructed by the Manchester Sheffield and Lincolnshire Railway Company when the line from Retford to Lincoln was constructed in 1849. However, a handwritten note on the Clerk's copy of the 1797 Turnpike Act reads "Mr. Ellison (the Fossdyke lessee) took down the Saxilby Bridge and erected an opening iron Swing Bridge". A date plate on the photograph of the bridge clearly reads '1823'.

By 1837, cattle and sheep were being transported to London by water, despite the protestations of the drovers. With the advent of the railways during the 1840s, stage coach services disappeared, and the income of the turnpike trusts plummeted. Most of the trusts came to an end between 1870 and 1872 when Parliament refused to renew the Acts.

The Highway Act 1835 transferred responsibility for the maintenance of roads from parishes to parish surveyors, who were able to levy a rate on the occupiers of land. Later Acts vested the powers and duties of the surveyors in urban authorities, culminating in the Local Government Act 1888, which threw the entire maintenance of main roads upon county councils.

Saxilby Swing Bridge had proved a problem for several...
The new road was opened in 1937, and the swing bridge removed.

decades. As early as 1903, Saxilby
Parish Council resolved to write
to the Great Northern Railway
Company ‘pointing out the great
hindrance and inconvenience to
the Public of the present swing
bridge and asking them to build a
new bridge capable of carrying
present day road traffic including
traction engines’.

It was later reported that the
road through Saxilby ‘is in great
demand by commercial vehicles
and private cars from Midland
towns to the coast, to which the
operation of the swing-bridge and
the frequent closing of the level

A more recent major improvement
in 1969 saw the road straightened
between Odder Bridge over the River
Till and Burton Lane End. The old
road can still be seen at the entrance to
the Wodecocks (named after a former
tenant of the farm) at Burton Waters.
This was followed by the construc-
tion of a bypass for the village of
Newton-on-Trent.

The next time you drive or cycle
along the A57, think of all the dif-
cerent races of people who have trav-
elled before you - Romans, Saxons,
Danes and Normans, and the many
varied forms of transport that have
previously used the road.

NOTES AND QUERIES 88

N&Q 88:3 Charles Seely

I am researching the life of Charles Seely (1803-1887). We have just completed a local history project in Brook,
Isle of Wight, and I would be very grateful for any leads that would throw light on Charles Seely’s early life,
particularly his youth and early days in politics in Lincoln.

Daphne Denaro, Brook, IOW

N&Q 88:4 North Hykeham

I have often wondered what the humps and bumps are in what is now a children’s play area by the traffic lights in
North Hykeham, diagonally opposite the church in the area bounded by Lincoln Road, Chapel Lane and School
Lane.

David Morrow, Lincoln
FROM CHAOS TO BEAUTY
A PICTURE IN WORDS

Reference the 'Reduce Reuse Recycle!' article 80:5 in the summer 2010 edition of Past and Present writes Joan Smith of Bracebridge...

Whilst hunting out stories and pictures of the gardens created around the Bracebridge Gas Works in 1933, I came across this item from the Lincolnshire Echo at the time of the opening. Some years ago, as the embankment was being tidied up in front of the car showroom business, I saw a depth of dressed stones, which clearly had been part of a structure, but what? It was when I read the article on Bracebridge Gas Works by Ken Redmore in the new South East Lincoln booklet, I realised these stones had been part of the scheme. Incidentally the stone was further reused as a chap with a barrow had spotted their worth when they appeared as the soil was turned and moved, and they will now hopefully be gracing another garden.

The following extract from an article in the Lincolnshire Echo, dated 28 June 1933, paints a picture in words. What it does highlights again the reuse of materials, creating walls and flower beds. Apparently the men two or three years from retirement were given the opportunity to maintain the gardens, which must have been a real delight at the end of their working life. One other thing I found when turning pages was that in October 1945, the Minister for Fuel and Power, Mr. Emmanuel Shinwell (Manny) opened a new extension to the site.

Garden Blossoms in One-time Wilderness (ORIGINAL DOCUMENT)

Almond trees flourish, roses bloom and rock gardens form a pleasant picture where formerly there were only rubbish heaps.

This is part of the transformation which has been effected at the Bracebridge Gas Works, Lincoln, which were opened after reconstruction to-day.

It would be difficult to imagine a more surprising change of scene than that which has taken place in the grounds surrounding the holders at the gasworks and some exceptionally beautiful gardens have been produced from what was originally a wilderness of refuse heaps and dumping grounds.

Mr. P. Clare, N.D. Hort., the Allotments Superintendent of Lincoln Corporation, is the man who has been responsible for producing this alteration. When Mr. G. Wright, the Gas Manager and Engineer, decided to put the waste ground at the gasworks to a more decorative purpose, he sought Mr. Clare's advice and gave him an entirely free hand in the design and type of garden to be made.

Attractive Scheme.
The pleasing effect which has been achieved within the short space of three months is all the more creditable to Mr. Clare and his assistants, when it is considered that the whole of the designs had to fit in with the layout of the works.

It was a question of 'planning as you can' and not of 'planning as you please' but in spite of this, the planning does please and shows how the most unbeautiful surroundings can be improved by the judicious use of flowers and flowering shrubs.

Round the gas-holders are beds cleverly set out with begonias, geraniums ... and salvias, while along the wall are flowering almond and flowering thorn trees. One bed of dahlias has been designed to give an impression of the sun's rays, the yellow, pink and red blooms being graduated in an unusual but attractive fashion.

Clever Devices.
One of the most ingenious features of the gardens is the use of stone taken from the old gas retorts. This has been used to good effect in building 'dry' walls and the colour of the stone enhances the appearance of this work.

In order to accommodate the gardens to the layout of the works it has been necessary in some places to bank up the soil to conceal mains, and other clever devices have been employed to hide apparatus which is not usually part of the scheme in an ordinary garden.

In order to conceal the mains the ground has been terraced and arranged to form an Old English sunken garden effect with the old retort-stones as the walls. In between the stones pretty rock plants have been set.

The focal point of this garden is a sun-dial flanked by beds of roses. On one side is a bed of about 250 pink Ivy May roses, while on the other side is a bed of red R. de Holland roses. At the ends of the gardens are other beds of roses, including such well-known and popular varieties as ... Golden Gleam, General Macarthur [and] ... Desmond Johnson.

To the right of the sunken garden lie two rock gardens, one designed as a hill and the other with a water-stream effect. In these are hundreds of rock plants, and the stone used is again some of that which has been discarded.

Paths have been cleverly worked into the scheme and the rock gardens
are places of beauty as well as of absorbing interest. A little further round is a bed of five sections of varicoloured antirrhinums forming a gay and pretty splash of colour. Homely Charm.
The paths, which have all had to be laid, are wide and designed so that access to all parts of the gardens is easy. Variegated trees, such as mountain ash and silver maple, have been used, and fruit trees have also been planted in various parts of the gardens. A bird-bath and an old teak seat lend an air of homeliness and charm to one of the corners.
The work...has been carried out by men at the gasworks, and in view of the dry season and the difficulties with which they had to contend, the general appearance of the work reflects a high degree of credit on them and on Mr. Clare. Lincoln, at any rate, has been able to prove that gasworks, usually synonymous with ugliness, can have a fair share of beauty and charm.

Plan of the Bracebridge Gasworks, Lincoln, June 1933.
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 presented later. Many of these titles are available in the Society’s Bookshop, Steep Hill, Lincoln.


I welcome Dr Robert Pacey’s reprint of Canon Binall’s booklet. It was published originally about 1934 when the Canon was a curate at Caistor. He also produced a revised and enlarged version in 1960. Nevertheless the original edition is still valuable as an introduction to some of Caistor’s past. Canon Binall loved Caistor and was concerned to produce an accurate account of its history. He used personal memories of local people as well as the work of former historians and antiquarians like Henry Evan Smith, former reporter for the Stamford Mercury. It was and is an encouragement and inspiration to later writers like myself. I hope we can continue to add to what Canon Binall gave us. It is also useful to the ordinary reader who wishes to know something of Caistor’s people and institutions, and peculiarities in the past.

Canon Binall presented the story mainly under two headings – “The History of the Town” and “The Parish Church”. He also mentioned the town’s springs, its inns, the stone sack at Fonaby, and the Grammar School. I recommend this reissue, now itself a part of Caistor’s history, and a tribute to Canon Binall.

Rev. David Saunders, Washington

BOURNE CIVIC SOCIETY. Charles Frederick Worth and Baldocks Mill, Bourne Civic Society, 2011. [c.50pp]. No ISBN. £6 pbk (or £8 if ordered from the website: www.bourneecoviciociety.org.uk). Worth was born in Bourne in 1825 and, at the age of 13, went to London where he worked for Swan & Edgar and then the firm which acted as the royal mercers. Soon he realised that if he went to France there were opportunities for a go-getter like himself. He soon gained enough experience in Paris and, by 1851, had set up on his own, quite quickly becoming a fashion designer of some quality; he invented the bustle and used artificial dyes and machine-produced lace on his creations. The House of Worth still thrives, of course and Bourne claims him as one of its most famous sons.

The Civic Society has displays in the Mill but, until now, there was no handy guide to him and his creations for visitors. This gap is now handsomely filled. There is an account of his life, the setting up of the Worth Gallery in Baldocks Mill in Bourne and a wide range of illustrations, mostly in vivid colour. They range from pictures of the buildings in the town, in London and in Paris, which have Worth associations, to some of his designs. These range equally widely from his earliest haute couture by way of the dress Queen Maud of Norway wore to the coronation of George VI, to the designs the firm was asked to make for the Land Army uniform in 1940. It is a lively read and the pictures are worth the modest price alone.


The book originated in a literary festival devoted to ghost stories organised by Mark Crick and held at Stamford Arts Centre in 2010. There were 150 entries from around the world and this volume offers 26 of them in 114 pages. Many make some reference to Stamford itself, so they are welcome additions to the imaginative literature of localities (see K. D. M. Snell ed., The Regional Novel in Britain and Ireland 1800–1990, CUP, 1998, for an academic study, and the 2002 sale catalogue from Smallwood of the Lincolnshire fiction collection of the late Christopher Sturman for a local list).

The stories are highly readable, and pleasantly produced. I cannot mention them all in a short review. I enjoyed Jimmy Pea’s ‘The Curse of Hunger’, a disturbing tale on the folklore of Daniel Lambert; Nicky Peaceock’s ‘The Beast of Stamford’, gives the town a phantom of the bull-running; and Jill Medlock’s ‘Blackfriars Lane’ has shifting realities, finally revealing that the narrator is a ghost. Some of the best stories are not set in Stamford: Anna Matthews’ ‘The Light on the Water’ is a strong seaside tale; Chris Brown’s ‘A Face from the Past’ is a perfect setting for Cromer, in the spooky Norfolk of M. R. James; and the last story in the book, Susan Hollingham’s ‘Off White’, is a powerful piece about a ghost stuck in the mirror of a bridal shop, who sees the future of those who try on wedding dresses. She is ‘haunted by the living’. Great fun.

Shawn Tyas, Donington

You might be forgiven for thinking that these small villages, a little off the beaten track, even for Lincolnshire, might not have so much history that a large volume like this would be needed to cover it. Certainly, they have not figured so largely in the county’s story as some other places, especially Careby, with the nation’s history. However, the lives lived here and the activities can be mirrored in many parts of Lincolnshire and also, of course, in rural communities all over England.

The focus is on the people who lived in these villages. The book is in three uneven sections basically. The first on Careby starts with the village’s oldest properties and, providing biographical detail of their present owners, goes backwards in tracing the lives of previous owners. The changes in life styles and occupations are revealed as well as how the social fabric has altered. We learn much of several important families, particularly the Birch-Reynards and the Hatcher. The latter family figures prominently in the long second section devoted to Careby. A chronological sequence begins briefly with the Roman Villa and the Hill Fort and is followed by a series of essays on notable periods in national history and their relevance to the local scene. So we begin with 1066 and the situation when the Normans arrive, followed by a piece covering Domesday Book and Hereward the Wake; sixteen further sections bring the story up to the nineteenth century. Within that framework shorter notes are inserted on the manor, the School, St Stephen’s church and ending with the relationships between Mrs Fane and the Birch-Reynards.

Inserted within this larger chronological framework is often placed on particular topics; so, starting with the sale of the manor in 1552 to John Hatcher we have many pages devoted to the family which owned the property for nearly 200 years; similarly 16 pages cover the railway and 22 the Victorian school. In both of these two cases it is rather odd to start with the recent records and then go back to how the railway or the school began; 1851: Careby School is the heading for a series of pages quoting from the 1930s log book before tracing the origins of the place.

A very few pages are all that are required to describe Amby, which leads on to an account of Holywell’s place in history and following the Careby pattern above. Several farms and houses are described along with stories of the present and previous owners and then a sequence of chronological studies includes notes on the Roman and Anglo-Saxon remains, the church and more on the Birch-Reynards family, notably General Thomas Birch, who fought at Waterloo. Interspersed throughout are fictionalised versions of what might have transpired in a variety of settings, whether boys playing in earlier times, an “eye-witness” account of the fighting at Marston Moor or hunting with Jack Lambert, whipper-in with the Cottesmore Hunt.

It is hard to do full justice to a volume so handsome as this and so full of detailed research (though more in the way of reference to sources would satisfy the needs of future historian). It is very readable though the internal arrangement of the materials can sometimes be confusing. Although the contents list is quite detailed an index to all the names and individual properties would have been beneficial.


Winthorpe lies just inside Nottinghamshire and is now the home of the Newark Showground and Newark Air Museum. This A4 booklet is in a ‘Genealogy’ series covering various airfields in the UK – the subtitle is ‘A concise record of RAF Winthorpe including details of aircraft destroyed and men and women who lost their lives while serving there with No. 1661 HCU’. HCU stood for Heavy Conversion Unit and it was there that the men destined to fly the Lancasters of No 5 Group from Lincolnshire airfields came for the final stage of
their training; here they converted to four-engined aircraft from the smaller twin-engined types they had flown previously. As the aircraft they flew were, in the main, elderly "cast-offs" from the operational squadrons, who got first choice of the new ones, and as they flew at night in all weathers, the accident rate was high, as this book shows.

Apart from detailing these losses and the casualties, there is a brief history of the airfield until its closure in 1959 and a look at some plans of some of its buildings and here I take issue with the author as he intimates that Winthorpe had the neo-Georgian messes and barracks built of brick during the 1930s, the designs of which had been approved by the Council for the Preservation of Rural England and the Royal Fine Arts Commission and which can be seen at Waddington and Scampton; I am fairly certain that wartime built stations such as Winthorpe would have been huts encampments spread around the surrounding countryside, like the majority of those in Lincolnshire. This book would be useful to the relatives of those killed while serving there and to local historians, but is not for the general reader.

Terry Hancock, Cherry Willingham


Here's a handsome volume of 24 double page spreads of paintings of scenes all round Stamford's wonderful streets and buildings. Following a career as artist all over the world (she was, amongst many other roles, MCC Young Artist, 2005, based at Lord's) Mrs Neale moved to Stamford in 2010. She has always carried her sketching materials with her and draws her first drafts on the spot starting with a biro outline, then adding watercolours and working the whole thing up back at home. She makes notes while she works and some of these form a border round the final finished art-work.

The resulting works are alive with colour and present a vivid picture of the town in all its well-known golden glory. They range all over the area with several fine spreads on Burghley House; she has also got herself into some high spots to present views that are out of the ordinary. At the end the pictures are all shown in miniature with pithy comments on what is shown. It all adds up to an attractive array, very well produced and modestly priced for what it offers. It deserves to succeed.


This book gives an account of the occupiers of all the shops around Boston Market Place over the past 60 years, many of whom are local family businesses, with a modern photograph of each property. In particular it describes those present in 1949 and 2009, and many others between those dates. Also, quite unusually, it describes, with photographs, many of the stallholders who attend the markets that are held on Wednesdays and Saturdays. This latter aspect, in particular, will not only be of interest to current readers but will also be a valuable record for future historians. It is encouraging to see that, as well as long established traders, there are also enterprising young people coming forward to take stalls.

The end dates for this study were not chosen by chance. It was in 1949 that Ralph Ottey started working for G N Beaulah Ltd in Boston and in 2009 that he retired from his second, twenty year, career with Boston Chamber of Commerce. The latter year was also the 700th anniversary of St Botolph's church (Boston Stump) and the Boston Chamber of Commerce decided to publish a book about the town's businesses in this 60-year period and donate the proceeds to the church's Restoration Fund. They soon realised that it would be more practical to produce separate books on different streets, and this is the first to appear. Few people are better qualified to bring together information about current Boston businesses than Ralph Ottey.
Much of the detail in this book has been provided by the local families who occupied the shops in the period covered, and consequently there is less about those premises that were occupied by banks, building societies and branches of national chains. Boston, as elsewhere, saw a decline of local businesses in this period but several still remain and this is a valuable record of those as well as others that have disappeared in recent decades.

The book also has a few snippets of earlier history about some of the premises, and more could have been done on these lines to reflect the importance of some of the pre-1949 businesses in the Market Place. However, directories and censuses give information on that earlier period, and this book fills a gap as local directories largely ended about 1949.

Overall this is a valuable record of the late 20th century businesses in the central area of Boston, and we can hope to see similar books dealing with the other commercial streets of the town.

Neil Wright, Lincoln


Most Lincolnshire people interested in churches have heard of the 19th century clergyman Canon Sutton (1833-88), rector of Brant Broughton, who designed organs and made stained glass with his own hands, but apart from this probably know little about him. This booklet reproduces original papers and reports and greatly helps us here for it shows that Sutton, a younger son of a baronet, and educated at Eton and Oxford, quickly broke the conventional mould to become a talented designer and craftsman.

By the age of 25 he was designing and making stained glass with his older brother, Augustus, and in the following decade, the 1860s, was designing organ cases. He became an accepted authority on design and was contacted by churches all over the country for advice. He was also accepted by professionals and had a close association with the architect G. F. Bodley.

His talents were utilised to the full in the restoration of his own church at Brant Broughton, for though this was supervised by Bodley and Garner, Sutton was closely involved in much of the detailed design work. The new chancel, replacing one of 1812, is one of the glories of Victorian church work in the county, and the late 19th century painting of the Ascension, given by Canon Sutton, is the focus of the Bodley reredos and the visual centre of the whole-chancel.

The main contribution of Robert Pacey's booklet is the diary Canon Sutton kept, recording the restoration of Brant Broughton church, 1874-6, and this is supplemented by a chronology of his life, and that of his nephew Arthur Sutton, who continued his work at Brant Broughton. Two of his papers from the Reports of the Associated Architectural Societies, one on colour and ornamentation in churches and the other on painted roofs (both pre-Brant Broughton) are also included as well as a list and photographs of his organ cases.

Canon Sutton is revealed to be one of those marvellous Victorian clergymen, who in addition to being a priest, was an architect, a designer from chandeliers to organ cases and a practical craftsman at home in a stained glass studio. He was highly respected by his contemporaries and his advice was sought by many. Dr Pacey fills a distinct gap in our knowledge of the man's life and work, though I wish there had been more on his stained glass work.

John Smith, Stamford


The writer moved with his family to the county from Leeds in 1915. These memoirs cover the years when the son, Reginald, was growing up in Orby and then, after his grandfather's sale of the farm the family lived in, Reg had to leave school and start work on a local farm, aged 12. Then staff shortages at Gunby Hall led to work as a handyman and this was followed by a job at Burgh Post Office and General Store.

While boyhood escapades form part of Reg's autobiography the sections on Burgh form the bulk and the most interesting part. His father had lived in Leeds during the war but the chance to get in on the ground floor of the clothing business (converting them from making khaki uniforms to civilian clothes in new styles and materials) led to his opening a business, initially selling suits, already made up, from the back of a horse and cart. Business grew and father opened a gentlemen's outfitters in Burgh with the boy as his assistant. Eventually Reg became dissatisfied with his job and he was inspired by a friend to emigrate. This is only one section of an incomplete memoir and ends with his leaving for Canada; the author's detailed recollections make for an interesting story with a clear localized setting.

RUDKIN, Ethel H. The diary... Part Two, 1931. Burgh Le Marsh, Old Chapel Lane Books, 2011. [4], 96pp. No ISBN. £5 pbk (or £7 by post from the publisher, PE24 SI Q).

Mrs Rudkin needs no introduction to anyone who has had anything to do with the county's folklore, archaeology, churches and most other aspects of local history. She was an expert and avid collector of all sorts of artefacts and she shared her enthusiasm with many of the
THE DIARY OF ETHEL H. RUDKIN

Part Two
1931

great names in pre-war history and archaeology. This diary covers just one year and begins with her helping C.W. Phillips in his work of listing ancient monuments for the Ordnance Survey. It details her journeys and meetings and includes letters from Phillips. The book is a fascinating record of her journeys, her meetings with farmers, clergymen (there is much on a wide range of churches) and all the others she seemed to like to stop and chat with; it all makes for lively reading even after 80 years.


THE SEVENTH SURVEY OF LINCOLN BOOKLET COMPRIS 23 SHORT CHAPTERS BY 17 CONTRIBUTORS, ALL EXPERTS IN THEIR FIELD. IT COVERS THE AREA TO THE EAST OF SINEIL DYKE AS IT FLOWS NORTH AND TO THE SOUTH OF SOUTH PARK, INCLUDING THOSE AREAS OF BRACEBRIIDGE AND BRANT ROAD WHICH ONLY BECAME PART OF THE CITY AS A RESULT OF BOUNDARY CHANGES IN 1920. THERE ARE CHAPTERS ON HOUSING, TRANSPORT, DRAINAGE, BRIDGES, PLACES OF WORSHIP, CEMETERIES, INDUSTRY (BOTH ROBYS AND CLAYTON & SHUTTLEWORTH HAD THEIR HEAVY ENGINEERING FACTORIES IN THE AREA), LEISURE FACILITIES, AND AN ACCOUNT OF VICTORIAN ENVIRONMENTAL POLLUTION: IT CONCLUDES WITH A DEMOGRAPHIC ANALYSIS OF PARK WARD IN THE 21ST CENTURY. A USEFUL MAP IN THE MIDDLE OF THE BOOK SHOWS THE LOCATION OF FEATURES (INCLUDING THOSE WHICH NO LONGER EXIST) MENTIONED IN THE TEXT. CHAPTERS ARE WELL ILLUSTRATED WITH POSTCARDS FROM THE MAURICE HODSON COLLECTION AND CONTEMPORARY PHOTOGRAPHS BY ADAM O'MARA.

Just one criticism: the pages of my copy became loose before I had finished reading it. If more booklets in this series are to be published, and it is hoped that they are—please revert to the stapled format of the earlier volumes.

Eleanor Nannestad, Lincoln


CONCENTRATING ON SOME OF THE MORE MACABRE ASPECTS OF LOCAL HISTORY, THIS BOOK CONSISTS OF 22 SHORT CHAPTERS, IN CHRONOLOGICAL SEQUENCE, WITH AN UNPAGINATED SUPPLEMENT (NOT LISTED IN THE CONTENTS) ON TWO LINCOLNSHIRE VC'S, WHICH COMES AS RATHER A SURPRISE RIGHT IN THE MIDDLE OF THE CHAPTER ON 'CAVALIERS AND ROUGHHEADS'. ALONG WITH CHAPTERS ON WARS, DISEASE, DEATH, PRISON, HANGMEN, AND STREETS IS AN ACCOUNT OF THE 'MEDIEVAL LOVE STORY' OF KATHERINE SWYNNED AND JOHN OF GAUNT, PERHAPS INCLUDED BECAUSE IT WAS CONSIDERED A SCANDAL AT THE TIME. ALTHOUGH THE PRINCIPAL FOCUS IS ON EVENTS IN LINCOLN, SEVERAL CHAPTERS DEAL WITH TOPICS OF WIDER COUNTY SIGNIFICANCE, E.G. THE LINCOLNSHIRE RISING. ANNE ASKEW, THE CHAPTER ON HANGMEN GIVES ACCOUNTS OF SEVERAL EXECUTIONERS WITH TENSE LINCOLNSHIRE CONNECTIONS, AS WELL AS THE OBVIOUS EXAMPLE OF WILLIAM MARWOOD. THERE ARE A FEW INACCURACIES, E.G. ONLY LOUTH AND SPALDING HAVE AN AYSCOUGHFEU HALL (P.56) AND THERE HAS NEVER BEEN A 'GRAND CENTRAL RAILWAY CO' (P.87) OPERATING IN LINCOLN. NEVERMETHLESS, THIS IS A READABLE INTRODUCTION TO SELECTED ASPECTS OF COUNTY HISTORY, ILLUSTRATED WITH MAPS, DRAWINGS AND BLACK AND WHITE PHOTOGRAPHS.

Eleanor Nannestad, Lincoln


The author says that he only uses Lincoln as a base and the one thing the accounts have in common is that, with one exception, all the murderers were committed in the city or those executed met their fate in the Castle or Lincoln Prison. Several, however, had their...
sentences commuted to life imprisonment. The one exception is the first in the book. Hagg was born in Stamford but committed a series of murders in the south of England, getting rid of the bodies in barrels of acid and, later, being hanged at Wandsworth goal. There are twelve other cases recorded here with ten of them from the nineteenth century. They range widely with cases from Hemingby, Donington, Billinghay, Hogsthorpe, Northlands (near Boston) and two from Notts besides Lincoln itself.

There is much evidence of research in local newspapers though I am not sure how authentic some of the dialogue quoted here is, particularly in the case of Thomas Cash from Holton le Moor who murdered his wife in 1606. However, it all adds to the readability of these cases. There are many pictures, mostly modern, of the places associated with these crimes; the text sets the local scenes and explains contemporary legal and policing situations. There are a number of ‘typos’; the omission of the word ‘no’ (p.77) obscures the intended sense; Swinderby-99 has no apparent meaning (p. 69); these are just two of the oddities.


In LP&P 81 we are sorry that this review appeared without the final paragraphs and the name of the reviewer. The last part of the review should have been as follows:

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.

These points aside, this modestly priced booklet has much useful information on Jewish life and financial dealings in the 12th century.

Chris Johnson, Washington

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N&Q 88:5 THE ROYAL MIDWIFE FROM BRANSTON

On 2 September 1884 at Holy Trinity Church, Scarborough, the marriage took place of Edwin Beevers, schoolmaster of Branston, Lincoln, and Annie Greaves of Oak Villa, Scarborough. Edwin’s father, Benjamin, was a gardener and Annie’s father’s occupation is shown on the marriage certificate as ‘Builder’. Edwin was aged 23 on his wedding day, and Annie was only 21.

Naturally Annie set up home at Branston with her husband, but it is not known if she helped him to run the school. Unfortunately we have been unable to find any other references to her, for example in the 1871 or 1881 census returns.

Edwin and Annie had two children, Cyril Edwin Ledger who was born on 28 January 1885 and Conrad Lionel Edwin, who sadly died aged 3 and 2, in 1888 and 1889. Their father, a keen sportsman, did not live to see his thirtieth birthday as he tragically died after a rugby accident in 1890.

According to family tradition a local landowner, possibly Sir Leslie Alexander Melville of Branston Hall, sponsored the widowed Annie to train as a midwife. She must have made a successful career of it as in 1926 we find her as midwife to Elizabeth, Duchess of York, at the birth of HRH Princess Elizabeth, the future Queen Elizabeth II.

A few years ago we wrote to Queen Elizabeth the Queen Mother to see if she could throw any light on this family story. She certainly remembered and had kept in touch with ‘Nannie B’ whom she had last visited in London during the Blitz in World War 2.

We have not been able, and unsure how, to find anything out about Edwin’s fatal rugby accident in 1890, or his work as a schoolmaster in Branston. Further information would be very welcome.

Ros and Colin Beevers, Lincoln
For this issue's journey into the museum's recent acquisitions we will be looking at two objects with connections to religious belief, but from quite different periods in history and from different sides of the globe, writes Antony Lee, Collections Access Officer (Archaeology).

ROMANO-BRITISH BRACELET TERMINAL FROM MARTON, NEAR GAINSBOROUGH

This small gold item is the broken terminal from a bracelet, in the form of a snake's head. The semi-naturalistic head is oval in plan and is very flat, with the details of the head marked out in low relief. A cross hatched section of the body gives some indication of the decorative pattern on the remainder of the bracelet, which would have wound around the wearer's arm a number of times.

Snake motifs occupy an interesting position in Romano-British jewellery, with the design known mainly on rings and bracelets. In classical antiquity, the snake did not carry the same negative association with evil and deceit that it would later adopt in Christian mythology, and was instead seen as a creature connected with healing, regeneration and rebirth. The slender image of the snake associated with the healing deity Aesclepius may form the basis for the jewellery we find in Britain. It has been suggested that bracelets such as this were worn by pregnant women as protective charms.

Such bracelets are usually found in bronze or silver, and this gold example is the first of its type recorded in Lincolnshire. The Collection has another, complete, bronze example from Ancaster in its collections. Bracelets such as these were a cultural import of the 1st Century AD, but this example could date to any time between the 1st and 3rd Centuries.

The Collection would like to take this opportunity to thank both the finder and the landowner for waiving their right to a reward and donating the terminal to the museum.
CHINESE ‘HELL’ BANKNOTE

The Collection’s numismatic collections contain many examples of rare and important coins and tokens from Britain and across the world, from the Iron Age to the modern day. The collections are more than simply examples of legal tender, however, and aim to demonstrate the ways in which the concept of money has been used by different cultures right up to the present day. The Chinese banknote is not legal tender and was made only very recently. It is, however, indicative of Chinese beliefs surrounding the afterlife, and a central element of important annual festivals. The banknote was collected in Chengdu, in China’s south-western Sichuan province, and is made of joss paper. Notes such as this are burned by families at their ancestors’ gravesides throughout the year, but particularly at the festivals of ‘Ching Ming’ (‘Festival of Pure Brightness’) and ‘Gui Jie’ (‘Festival of Hungry Ghosts’). The Chinese belief is that the spirits go to a form of limbo, but where money is still required to purchase goods. In order to ensure that the ancestors are being provided for, the banknotes are burned, often in large quantities, while saying the names of items that could be purchased with them.

The banknote is based on a Hong Kong note, and displays noticeably western imagery. The figure on the right is the ‘Jade Emperor’, the supreme deity with responsibility for the afterlife. The concept of ‘hell’ does not translate directly into Chinese belief, but the word became associated with the afterlife after Christian missionaries arrived in China in the 18th and 19th centuries.

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N&Q 88:6 Mystery picture

Is this a Lincolnshire Upton?
Hilary Healey, Bicker
This drawing is copied from a map in Lincolnshire Archives (ref: BRA 984/25) which shows (not to any scale) parts of Holbeach Marsh. The beacon is shown in the Newlands part of the then marsh and is named Evers Beeken. It comprises a pole with a probable tripod foot and a simple step ladder leading to the beacon basket at the top. It sits on a small hill, which undoubtedly represents one of the salt hills or saltern mounds that abound in the area, somewhere near Hovenden House. These would be ideal for giving the beacon that extra height. A similar site supported a beacon at Wrangle, near Boston. The map is dated roughly 1564–9, which would fit preparations for the Armada, which did not appear until 1588.