Welcome

In the latter part of the 19th century many British people saw members of their families leave home to find a better life in Australia, wondering if they would ever see them again. The emigrants promised to keep in touch and so they did, but sometimes, after a while, their letters stopped coming and the families would worry that something untoward had happened to them. James Foster knew nothing of his great-aunt and her husband after his grandmother lost contact with them in 1909. It took fifteen years, but he did find his Australian cousins at last, and is in regular contact with them. The cover article tells the story of Sarah Jane and Herbert and what happened to them in Australia.

The medieval Latin author Giraldaus Cambrensis, or Gerald of Wales, was a contemporary of St Hugh. He lived in Lincoln during the time when Hugh was Bishop. His Vita Sancti Hugonis was the first biography of St Hugh ever written. In her article in the centre pages Margaret Redfern reveals something of his personality and private life from his letters to his nephew.

Peter Stevenson gives an interesting account of Lincoln firm Ruston Bucyrus’ Export Distributors Conference in 1957, during which week long event two new machines, the 30-RB and the 150-RB were demonstrated. Maureen Birch details her findings in an industrial archaeology survey undertaken at Eagle Moor in 1980, and Michael Turland has more information on the activities of the Rhodes brothers in Seafor at the turn of the 19th and 20th centuries.

Ros Beever, Editor

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Lincolnshire Past & Present Editor: Ros Beever Reviews Editor: Ray Carroll Production: Ros Beever
Contributions to the next Bulletin and the spring issue of Lincolnshire Past & Present are welcome as soon as possible. Material may be sent by post to the Editor c/o Jew’s Court, Lincoln LN2 1JS, either as paper copy or on compact disc, or alternatively as an email attachment to info@ silha.org.uk or lincolncolonial@hotmail.com or access the online enquiry form via www.silha.org.uk to submit a query. To place an advertisement email lincolncolonial@hotmail.com
Front cover: The SS Merkara in sail with auxiliary sail power, 1889s
In 1909 Annie Wilkinson lost contact with her sister Sarah Jane who had emigrated to Australia 26 years before, but in 2014 James Foster finally restored family connections.

Lost and found

SARAH JANE was one of eleven children born to John and Frances Wilkinson of north Lincolnshire. John, a farm labourer (and Methodist lay preacher) was born in 1831 at Welton, near Lincoln, and his wife, Frances, née Phillips, in 1841 at Saltfleetby St Peter ("Soloby"). north Lincolnshire.1

After their marriage they lived at Hatchiffe, but after the birth of their first son, William, they moved to Barnoldby le Beck, where Sarah Jane was born in December 1864. The family later moved to nearby Swallow.

When Sarah Jane left school she entered domestic service at "The Mount" in Swallow, a large farmhouse built in the early 19th century. The farmhouse was occupied by farmer George Willows, his wife, Sarah, and their two sons, George and Henry.

In the census returns for 1881 George senior is recorded as employing six men and four boys in addition to Sarah Jane. It was customary then for some of the farm workers to be accommodated in the farmhouse during the week but allowed to return home on Sundays; their address on the census return would be that of their own family, and not that of the Willows. Today the postal address of the farmhouse, a Grade II listed building, is Swallow Mount, Mount Lane, Swallow.

On 16 October 1882 Sarah Jane Wilkinson married Herbert Cook, a farm labourer from the nearby village of Cabourn, and it is likely that Herbert was one of George Willows' farm workers. The ceremony took place at the Wesleyan Methodist Chapel in Caistor, when Herbert was 21 and Sarah Jane almost 18. The two witnesses to the marriage were John Wilkinson, Sarah's father or brother, and Annie, Sarah's younger sister, who was later to marry a William Havercroft. Annie, also born at Barnoldby, was two years younger than Sarah and it was to Annie that Sarah wrote regularly after her marriage and subsequent emigration to Australia c1883.

Herbert, born in 1861, was the second of five children born to William and Jane Cook of Cabourn, his father's occupation being described in the 1871 census as Agricultural Labourer. This was also the occupation of Herbert that was entered on his marriage certificate. Sarah Jane had told Annie that Herbert had a friend in Cabourn named George Urry, by trade a tinner and five years older than Herbert, who was passing on his skills to Herbert. By the time he was married Herbert had also become skilled in the craft and able to supplement his meagre labourer's wages.

According to relatives, not long after their marriage Herbert and Sarah embarked for Australia from the port of Grimsby on a ship named the Farmer. They took on board with them a two-wheeled cart with a canvas cover, which Herbert had salvaged from a derelict farm and restored in his spare time. This was intended to be their temporary home when they arrived in Australia. Herbert would for the most part ply his trade al fresco. 

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A competent tinker could repair utensils made from most materials, and even cast iron vessels could have their leaks stopped up with softer metals like solder and copper. A tinker could build a small hearth or forge and, with a pair of bellows, raise the fire to a suitable temperature for a wrought iron vessel to be hot welded. Borax, often sprinkled with iron filings, was used as a flux in most cases. Malleable metals could be cold-welded on an anvil with a hammer in a similar manner to that employed by blacksmiths.

The families of Herbert and Sarah Jane were given to understand that Herbert's mission in Australia would be to provide the 'free' settlers, who had been arriving there since 1850, with a repair service for their metal utensils. Although it is unlikely that they were able to take a horse with them to draw the tinker's cart there were horses for sale in many of the settlements in Queensland.

It is uncertain when they actually left their home in north Lincolnshire, but the census returns of 1891 show Herbert Cook's father, mother, and daughter Rose resident in the village of Cabourn, but there are no entries for Herbert or his wife, Sarah Jane, in the returns nor in any of those for the villages in north Lincolnshire.

Despite extensive research by the World Ship Society, no ocean-going vessel with the name Farmer was found. There were only two vessels of that name registered between 1850 and 1900 – a fishing smack in the Thames estuary and a paddle steamer in America. Further searches in the North East Lincolnshire Archives of ships registered in Hull and Grimsby did not result in a boat or ship of that name being found. However, information obtained from the Lincolnshire Archives suggests that perhaps the vessel on which Herbert and Sarah embarked might have called in at Grimsby or Immingham and then have made for a larger British port where its passengers joined other emigrants for passage on a much larger ocean-going ship.

It is a possibility that the fishing smack registered in London collected passengers from some east coast ports and took them to larger ports on the south coast. Some smacks were quite large, up to 80 feet long with a 25-foot beam, and a gross weight of over 100 tons. Records show that such vessels were employed out of the fishing season and used as 'shuttle cargo boats' that also took fare-paying passengers.

In the early days of this research a list of ships and passengers bound for Australia was published on a 'Blacksland website', which covered the relevant period, that is between 1821 and 1905. The list contained the names of over 150 emigrant ships sailing from British ports to Australia's east coast ports. It was found that on 2 March 1883, a ship named the Napoleon of 1500 tons sailed from Plymouth, and on its passenger list were two married couples named Cook. This seemed to fit the bill, but disappointingly neither of the husbands had the name Herbert although both wives were named Sarah Jane. Since then, however, additional information appeared on several websites, and by cross checking passenger lists with the names of ships embarking from Britain between 1850 and 1900 the
names of both Herbert and Sarah were found on the list of a sea-going ship named the SS *Makara*.

The *Makara*, operated by the British-India Shipping Line, was built by Denny Bros of Dumbarton in 1875 and made its first journey with mail, some cargo, and 250 single 'free' immigrants from London to Brisbane on 12 February 1881. It was powered by both steam and sail, and fitted with three masts. Sail power was used whenever there were favourable winds. The ship had a gross weight of 2971 tons, a length of 368 feet, and a beam of 37 feet. There was provision aboard to house one cow, 10 sheep, and several flocks of mixed poultry, to provide fresh food for the passengers and crew on the long journey. There was also space on the top deck for carts.

After 1881 the *Makara* made regular sailings to Brisbane calling at Malta, Port Said, Aden, Batavia, Cooktown, Townsville and Rockhampton, both on the outward journey and return to London and/or Plymouth. Journey times could vary between 45 and 60 days subject to seasonal trade winds.

On 25 October 1882 the SS *Makara* embarked from the port of Plymouth bound for Brisbane, commanded by Captain Joseph Woodville Bolles, arriving there on 15 December, a sea journey of 51 days. On the passenger list were the names of both Herbert and Sarah Cook together with their ages, which were as stated on their marriage certificate. Also given was their immigration reference number. It is almost certain that their applications for immigration were made and accepted before their marriage as only nine days would have elapsed between then and embarkation. That would hardly have been sufficient time for them to have made all the necessary arrangements including their cart being transhipped from the fishing smack, the Farmer, to the SS *Makara*.

On arrival in Australia Sarah began to write to her sister Annie at frequent and regular intervals to tell her how they were getting on, and wrote that she and Herbert had no regrets about forsaking Lincolnshire for Australia, and that on the voyage Herbert had learned that early in 1882 gold, silver and copper mines had been opened in the State of Queensland, and that the mining companies were offering good wages for those willing to work in their mines and refineries.

Herbert and Sarah Jane had told their families before their embarkation that they had planned to disembark at the *Makara*'s last port of call in Queensland, Brisbane, but according to the records in Queensland's State Library Archives, they disembarked at Rockhampton about 400 miles north of Brisbane and subsequently made their way south to the small town of Mount Morgan where gold and silver mines had been opened. In 1883 Herbert is listed in the electoral rolls as Furnaceman, which would suggest that he had not pursued his intended mission to provide the settlers with a tinker's service, but was working in one of the three refineries in Mount Morgan. In the same rolls Sarah Jane was listed as Domestic Help, a similar role to that which she had fulfilled at Mount Swallow in her native country. Sarah Jane continued to write regularly to her sister Annie, but abruptly her letters ceased, and the last one received by Annie was at Easter 1909. Annie wrote several letters after that date but did not hear from Sarah again. Annie later told her family that at that time there had been reports about families who had moved back into the hinterland and had simply disappeared, and that some of the Aboriginal tribes had turned hostile when their religious sites had been desecrated, albeit unwittingly. It may never be known why Sarah Jane stopped writing to Annie, but in similar cases lack of, or difficulties with, communications might have explained at least some of their feared disappearances. The settlers had simply been unable to keep in touch. Annie made enquiries by letter concerning the movements and/or whereabouts of Herbert and Sarah to Australia House, who forwarded them to the Queensland authorities, but without success. Annie may well have thought that perhaps Herbert had, after all, decided to ply his trade as a tinker, as long hours as a furnaceman in a metal smelting refinery was not conducive to good health, and as subsequently discovered, may have contributed to Herbert's relatively early death.

The early arrivals to ports on the Queensland coast faced many difficulties not the least of which were inadequate sanitation and a lack of drinking water. There were no medical facilities for those who fell ill or were injured in accidents, although there were primitive hospitals in the prisons in Brisbane and Rockhampton, both of which were sometimes utilised.

Research into the early settlements of Queensland reveal that the hospitality of the Aborigines varied. There were two distinct Aboriginal cultures in Queensland. The first tribes encountered by the early
settlers were those who lived on
or near the coast and derived their
livelihood from fishing in the estuary
and coastal waters. These natives
were initially curious but in the main
friendly and provided the settlers
with fish in return for trinkets. In
contrast the natives in the hinterland
and the outback bush camps were
not so friendly and some tribes were
often hostile towards those who had
invaded their territory.

Neither of the Aboriginal cultures
living on or near the Queensland
cost appeared to distinguish
between deportees and settlers and
there was an added difficulty when
the authorities and settlers attempted
to communicate with the bush tribes.
Despite attempts to unravel the
construction of their language this
problem was not successfully resolved
until many years later.

It would seem, however, that
nothing untoward had befallen
Herbert and Sarah. They settled in
Mount Morgan and spent most of
their lives there raising eight children
between 1883 and 1905. Their
firstborn, Fanny, born in 1883, is
listed in successive electoral rolls as
Domestic Servant, as was her mother.
Herbert and Sarah Jane went on to
produce six sons, born between 1886
and 1900, but their last child was a
girl, Rose, born in 1905.

Some of the Cook family’s sons
went to work for the several mining
companies in the area, mostly as
general labourers or lorry drivers,
and none of them it would seem
followed in their father’s footsteps
as furnacemen. The only slight blot
on the Cook family’s escutcheon was
caused by one of the sons who became
a bit of a rebel and appeared from
time to time in the Magistrates Courts
charged with breaching the peace.

Herbert died in 1927, aged 66, most
likely from a respiratory complaint.
There were no health and safety rules
and workers in metal refineries and
smelting shops did not generally have
very long lives. Sarah Jane, however,
lived to be 86 years of age and there
is a report in the Central Queensland
Herald, Rockhampton, of her funeral,
which took place in Mount Morgan
on Thursday, 8 September 1952.

Epilogue

In July 2000 contact was established
with Mrs Norma Benson, the
daughter of Rose Cook and
granddaughter of Sarah Jane. Norma,
who is 84, still lives in Mount
Morgan. The author now has a full
account of the Cook family’s progress
from their arrival in Queensland to
the present day; likewise, the Cook
descendants in Australia now have the
history of Herbert Cook and Sarah
Jane Wilkinson for their family album.

NOTES
1. 1881 census returns.
2. World Ship Society, enquiry section.
3. Glen Smith, Webmaster, WSS,
<webmaster@worldshipsociety.org>
4. Alan Watt, Librarian, Chatham WSS.
5. www.clydesite.co.uk/Merkara.
7. The Brisbane Story, Helen Gregg.
Pub Australian Marine Conservation
Society, 1996.

A VICKERS MACHINE GUN
in use at the Battle of
the Somme. There were
normally six men in a
gun team - a leader who
fired the gun, a man who
controlled the entry of
ammunition, another who
maintained the supply of
ammunition, and three
other reserves and carriers.
All the members of the
team were fully trained in
handling the gun.
Our fourth account of Lincolnshire people during the First World War is given by Esme Osborne (née Houlden)

Jesse Houlden

JESSE HOULDEN was born at Woodhall Spa in 1896. He was the sixth of 13 children, seven of whom survived infancy. Soon after Jesse started school the family moved to Caistor so that his ailing father could be near the eldest son, who had a gentlemen's outfitters in the town.

Jesse's father died in 1903 and his widowed mother took in washing in order to be able to feed her family, but eventually had to go onto parish relief. Jesse passed a scholarship to Caistor Grammar School, but was unable to go as there was no money available to send him. He left school at 14 and worked for his brother in Caistor.

Later he went to work at Thetford, Suffolk and Skegness for a time and then came to Lincoln as a young man to work at Bainbridge's on High Street as a shop assistant. He worked in the boys' outfittng department and lived with a number of other shop assistants in hostel premises in nearby Park Street, which were owned by Bainbridge's.

After war broke out in 1914, Jesse volunteered in 1915 to join the Lincolnshire Regiment and was based in Nottinghamshire. Still in 1915, now based at Belton, near Grantham, Lincolnshire, he heard that a new regiment was being formed, to be known as the Machine Gun Corps, and decided to transfer. The training was at Belton House and he trained to be a machine gunner.

Private Houlden was then posted to France, in 1916, where the Battle of the Somme was raging when he arrived. He fought in this battle and spent his 21st birthday in the trenches on the Somme. He also fought at Arras. Once King George V visited and noticed a tear in Jesse's trousers and asked if this was from shell damage. 'No, Sir,' Jesse replied, 'I tore it on barbed wire in the trenches.'

During the Spring Offensive of 1918 (one last push, the generals called it) after much fighting, Jesse with his battalion and many others were ordered to retreat and to abandon their heavy weaponry. Jesse felt it important not to abandon his machine gun and carried the heavy gun for some considerable distance, thereby saving a valuable piece of weaponry. The date was 21 March 1918. For this heroic action Jesse was awarded the Military Medal. The commendation reads: 'For extreme bravery in the field and for the rest of his life he was very proud of this achievement. Jesse was only five feet five inches in height and slight of stature. A machine gun weighed about 20 kilograms (42lbs), so his determination and bravery were considerable.'

One day in September 1918, Jesse was injured. A shell burst on top of the trench he was in and he received shrapnel wounds in his thigh, leg, hand and arm. He lay in the bottom of the trench for many hours until the medics found him. He lapsed into unconsciousness a number of times, and was eventually taken to a French chateau and laid outside on the grass with hundreds of other wounded men.

He was hospitalised at Rouen, and by Armistice Day he was in hospital at the Bishop's Palace in Exeter where he spent many months. It was uncertain at this time if his leg would need amputation as it was gangrenous. The Matron came one day and said that his leg was beginning to heal and no amputation would be necessary. He eventually made a good recovery and returned to his job in Lincoln.

Jesse went on to marry and have two daughters. He remained in Lincoln, and during World War Two he worked at the Food Office (above the old Conservative Club) on Silver Street, while also serving in the Royal Observer Corps. He retired after working some years at the GPO Telephone Manager's Office and went on to be a founding volunteer at the Care of the Elderly {foreunner of Age Concern, now Age UK Lincoln) in Park Street. So he finished his career in Lincoln close to where he started it.

Following his army service, for the rest of his life he suffered considerable pain from the shrapnel wounds but continued to take daily walks on the West Common. Jesse died in 1978, aged 81.
TREASURES
OF THE COLLECTION

Antony Lee describes a recent acquisition at the museum with a reminder that we should never underestimate the ingenuity of our ancestors to obtain the materials they most valued.

ONE OF THE COMMON FALLACIES people often have about the past is that our ancestors were insular in both their outlook on the world and their experience of life outside of their local communities. Presumptions that Medieval people never left their villages, or that Britain was cut off from the civilised world until the Roman invasion, still abound in spite of abundant archaeological and historical evidence to the contrary. Some artefacts categorically blow such misconceptions out of the proverbial water, such as this polished jadeite axe recently acquired by The Collection.

The Neolithic (c.4000 BC – c.2300 BC) is a fascinating period in British prehistory, marking the time when the hunter gatherer lifestyle was gradually replaced by a more settled way of life, leading to developments in crop cultivation, animal husbandry, and the clearance of forests to support both of these activities. Axes were therefore important tools, and form a significant element of the archaeological record of the period. Neolithic stone and flint axes were polished to a smooth finish, an act which has caused much debate among archaeologists as it does not appear to be purely functional. Equally, the selection of certain types of stone was clearly a deliberate process. Approximately half of the Neolithic axes found in Lincolnshire are made from a greenstone quarried at Great Langdale in Cumbria. The effort and expense required to transport the raw material (or perhaps partially completed 'rough outs') almost 200 miles by track and river to Lincolnshire were clearly warranted to obtain this valuable and attractive stone. In comparison with the Potterhanworth jadeite axe, however, this journey seems positively local.

The Potterhanworth axe was discovered in 1975, and has been in a private collection since then. In 2007 the axe was analysed as part of an international French project, Projet JADE, which revealed its petrological origins. The jadeite was quarried in the North Italian Alps, specifically in the foothills of Monte Viso. It is of a type of axe known as 'Puy', manufactured in around 4,000 BC but possibly not arriving in Britain until a few centuries later. The axe shows some signs of reworking, suggesting that it may have been altered once it reached Lincolnshire.

The international trade connections required to support such long distance exchange of exotic materials cannot be underestimated, and must have made the axe an item of great value and prestige to the individual or community who owned and used it in Lincolnshire. It serves as a constant reminder that even the simplest looking objects can have surprising and international histories, and that we should never underestimate the ingenuity of our ancestors to obtain the materials they most valued, wherever they were to be found, and to maintain complex relationships with other communities.

The axe was acquired with the kind support of the Friends of Lincoln Museums and Art Gallery.

Antony Lee is Collections Access Officer for Archaeology at The Collection, Danes Terrace, Lincoln.
Norman Clarke wrote this article in around 2000 on being a chorister at St Nicholas' Church in Lincoln in the early 1920s.

The Choirboy

In 1920, at the age of seven, I joined, as one of the probationers, the choir of Saint Nicholas' Church in Lincoln, situated near [about half a mile north of] the Cathedral, and the Roman arch [Newport Arch]. As probationers, we wore a cassock for services, but no surplices, that being awarded at evensong some months later if we had been accepted as full members of the choir.

The choir consisted of fourteen boys and ten men. Our vicar, the Rev Patrick Clay, was very musically inclined and conducted choir practices himself. He used a metronome for timing and wielded a baton with vigour. He was very 'high church' and the services were all choral. At morning service or Mattins we led the singing of the Venite, the Benedictus and the Jubilate, and we also sang the Creed. Then, before final prayers, we usually sang an anthem.

Our head boy had an outstanding voice, quite equal to those youngsters who are now appearing on television, and he would sometimes sing a solo such as 'Oh for the Wings of a Dove' or Ave Maria. The input of the choir was, therefore, significant. And so, of course, was the organist. The organ was supplied with air via a hand pump situated in a little cubby hole between the vestry and the entrance to the chancel. A boy called Tom King was paid one shilling each service to pump, but was not paid for choir practices. He was an avid reader of Sexton Blake stories and combined his pumping duties with reading about his favourite detective. Not surprisingly, therefore, on occasions the pumping lacked the usual continuity and the organ made strange noises. Unfortunately for Tom he could not escape the inevitable admonishment from the Vicar, because he had to stay and pump for the Voluntary after the service, and the Vicar would be waiting for him in the vestry.

Obviously, such a musical input to the service made regular choir practices a necessity, at least one evening every week, and when practising for special occasions, twice weekly. We were sometimes »
called upon to augment the Cathedral choir when they gave performances of Handel's Messiah, and that meant more evening choir practices.

**We became heartily fed up with the Halleluia Chorus**

We became heartily fed up with the Halleluia Chorus, and even now when I hear it cringe. We were thrilled, however, eventually to be robing in the Chapter House, alongside the Cathedral choir boys, and to process into the Cathedral with them. The Cathedral organist at that time was a Dr Bennett.

A person who figured largely in our young lives was Miss Fanny Latham, a gentle lady of about 65 years of age. She was the daughter of a clergyman and was 'in charge' of the choir. Miss Latham saw that our surplices were kept in good repair, and sent them to the laundry each month. She also came into the vestry before each service to ensure that we were properly robed and had our music with us. Any unruly hair was combed with many 'tut-tuts' and she always made a last-minute appeal to us to behave ourselves as we filed into church. Miss Latham was a dear lady, but could be stern when needed. One did not lightly incur the wrath of Fanny Latham, because we would always feel ashamed afterwards.

When I paid a nostalgic visit to Saint Nicholas' church a few years ago I was delighted to find, in the very side chapel where I had acted as server, a memorial to Miss Fanny Latham in the form of alter rails with her name engraved on top. I also noticed a brass plate on the organ case in memory of our organist of the 1920s. It could easily be assumed from the above that life must have been dull for boys giving all that time to church activities. Not so! There were many perquisites for us choir boys, as set out below:

- We were taught the rudiments of reading music, and gained an early insight into the pleasures of choral singing, and of the church services themselves.
- As boys do, we enjoyed each others' company, and were proud to be members of the second best church choir in Lincoln.
- The Vicarage was situated near the church and had a large garden attached. During the summer the Vicar allowed us into the garden each Sunday afternoon to play croquet and other games after we had attended Bible class.
- During summer school holidays the Vicar would take us for cycle rides to visit his friends' vicarage gardens

handouts of lemonade and cakes

in nearby villages. Each village had its own priest in those days. We were usually greeted with handouts of lemonade and cakes.

Three miles away, Risbank Hall was a large country residence, the seat of a Major Wilson, and the Vicar obtained permission for us to swim in the lake during the sumner and skate on it during the winter when it froze over, which was quite often.

Then there was the annual choir trip to one or other of the East Coast resorts such as Skegness, Mablethorpe or Scarborough. Great fun, with a train ride each way, and we were each given half-a-crown spending money from the choir fund. Miss Latham accompanied us on these journeys as well as the Vicar, and helped sort out any problems. We

**One of the older boys managed to get hold of a packet of Woodbines**

always had a corridor carriage, very rare on country lines in those days, but it allowed Miss Latham to walk up and down occasionally to check that we were behaving ourselves, and no one was having a surreptitious smoke!

Being boys, of course, we sometimes (often) 'did things which we ought not to have done.' The first cigarette I tasted was behind the vestry wall. One of the older boys had managed to get hold of a packet of Woodbines – they sold at five for twopence, and were in a green paper packet. We had to abandon that site, however, because the Verger found the stubs, which we stupidly left behind, and he threatened dire consequences if he found any more.

Members of the choir all had to be confirmed when we were eleven years old, and that meant further evening classes, for preparation. There was no skiving because the Vicar was very strict in ensuring we were ready to be put before the Bishop. We had to be able to recite the Lord's Prayer, the full version of the Ten Commandments, The Apostles' Creed, and also give reasonable answers to questions on the Catechism.

When we reached teenage years, and our voices broke, those of us

servers were robed in red cassocks

who wished were trained as servers to assist the Vicar at services of the Lord's Supper. As previously stated, the Vicar was very 'high church' and servers were robed in red cassocks, white surplices edged with wide lace, and we also wore red slippers.

I started by serving at the seven o'clock morning Communion on Mondays, and it was part of my duties to call at the Vicarage on my way to church and knock on the door until the Vicar put his head out of the window, to ensure he had not overslept. The Vicar also encouraged confession and held private Confession periods in the chancel on specified evenings, when any parishioner could attend.

The Reverend Patrick Clay was a very hard-working vicar who used to get appreciation of music

around his parish on a sit-up and-beg bicycle that had two crossbars. He gave us a firm grounding in our faith, handed on some of his love and appreciation of music, and a deep feeling for the liturgy of the Book of Common Prayer, which I still hold on to eighty years later. I remember him with deep respect and gratitude.
More on the Rhodes brothers and Sleaford

Since the piece in LP&P 93 Michael Turland has laid hand on more information, including particularly further local newspaper coverage of their activities from 1893 to their respective deaths in 1902 (Cecil) and 1905 (Francis). These notes are mainly concerned with personal and domestic matters.

Cecil could be charitable: the Sleaford Gazette reports in November 1893 a gift of £100 to the Cape Salvationists. In July 1894 he donates £20,000 for a chapel and memorial in Matabeleland. But he did not like socialising. He did not marry (only one of his brothers did so – Ernest). Moreover, his staff were not allowed to be married either, says the Gazette (November 1894). In August 1899 a secretary was sacked because he wanted to marry, but given £5,000 (worth about £3m today). His sister Edith may have benefited from Cecil, but she was worth only £6317 when she died in February 1905.

The house at Rondesbuch of a noted Sleafordian (i.e. Cecil) is described in the Gazette in January 1894, and in the Sleaford Journal in May 1895 – including its furniture imported from Dublin. Its name Groot Schuur apparently means 'Great Barn'. Unfortunately it burnt down in December 1896, but was quickly rebuilt. In January 1896 he had been importing pheasants and partridges; and in May 1898, while in London, he is acquiring animals for his zoo.

By January 1897 Cecil owns most of the farm formerly occupied by his great grandfather at Hackney; now the land is covered with about 2,000 houses.

Meanwhile Francis has inherited the Manor House at Sleaford, in 1892, which he seems to use as his English base until moving to Stratton Street, London, by June 1897 (he retains ownership of the house). The contents sale catalogue of 3 June refers, inter alia, to the 12 bedrooms, and 1100 books.

On 5 July 1896 the Gazette congratulates Cecil on his 43rd birthday. The following year the celebrations are reported as involving the entertainment of several hundred Matabele warriors, and the killing of 300 sheep.

Cecil's health was never very good, and he was seriously ill during 1897, according to continual local paper reports. When he was sick again in November he selected his burial place in the Matoppo Hills near his farm. When he died, in March 1902, he was described as well-known in Sleaford. His will occupied a full page on 12 April 1902, and included substantial gifts to his college, Oriel Oxford (£100,000) and for the establishment of Rhodes Scholarships. Francis received the Dalham Hall Estate in Suffolk.

Frank clearly moved between South Africa and Britain, as affairs dictated. For example, Lord Kitchener is a guest at Dalham Hall in September 1902; Frank arrives in London from Capetown in October 1904; he rents Langham Hall in January 1905 for hunting with the Cottesmore; and dies at Groot Schuur later in that year, aged 54. He died from blackwater fever, associated with malaria, which he picked up in Uganda in 1893.

Cecil's estate was valued at £4m (say over £260m now). Francis arranged for a bust of Cecil by Henry Pegram for the Guildhall (City Corporation) in December 1902. A memorial window to him and his father, who had built the church in 1853, was...
I am trying to confirm whether the village hall in Uffington is the only one still standing in Lincolnshire (or beyond) with a thatched roof. It is situated on the main road in Uffington, approximately number 55, post code PE9 4SN, two miles east of Stamford.

Vanessa Kimberley, Uffington
Three Lancs together at East Kirkby

On 7 September 2014 5,000 people watched a flypast of two airworthy Avro Lancasters, the Canadian C-GVRA (Vera) and City of Lincoln of the RAF Battle of Britain Memorial Flight, currently liveried as 617 Squadron’s DV385 (Thumper MkII) over the former RAF East Kirkby, now Lincolnshire Aviation Heritage Centre. On the ground was Lancaster NX611 (Just Jane).

(Photo of Just Jane by Alan Smith)

Just Jane (NX611) has an interesting story. She was built by Austin Motors at Longbridge in April 1945, was intended to serve in the Far East but was not needed after the Japanese surrender in August. After seven years in storage NX611 was bought by the French Government and used for air sea rescue and cartography in France and Canada; then, in 1964, the aircraft did see service in the Far East on bombing raids in the first Indo-Chinese War.

NX611 was presented to the Historical Aircraft Preservation Society and, after being overhauled in Sydney, Australia, came back to Britain in 1965. But by 1972 she was up for auction.

Eleven years later NX611 was bought by Fred and Harold Panton for their Lincolnshire Aviation Heritage Centre at East Kirkby. She had been idle for 22 years, some of which time was spent as a mascot or gate guardian at RAF Scampton, but the Panton family were able to have her restored up to the standard for taxiing on the ground.

It is intended that Just Jane will one day fly again, as a tribute to Bomber Command, and to Pilot Officer Christopher Panton who was shot down and killed while on a bombing raid over Nuremberg in March 1944.

Lincolnshire Aviation Heritage Centre is open Monday-Saturday (9.30am–4pm in winter) but normally closed on Sundays.
The counties of Lincolnshire and Pembrokeshire are on opposite sides of Britain, but Margaret Redfern has been discovering common ground.

**WELSH CONNECTIONS**

Giraldus Cambrensis

WHEN I WENT TO LIVE in west Wales in 2001 I had no idea that left-behind Lincolnshire would stalk me, taunt me, remind me that the connections between Lincolnshire and Wales could not be snapped. Now, living in Lincolnshire once more, why should I be so surprised that Wales creeps up on me, taps me on the shoulder, nudges me: here I am.

In my local Spar in the village where I live I can buy Tan y Castell Welsh cakes, currw and, until this year, daffodills from Wales for Dydd Gwyl Dewi (St David's Day, 1 March) in that distinctive Welsh Dragon-emblazoned wrapper. How come? Because the area manager is a die-hard, rugby-cheering Welshman. My next-door neighbour Andy is a Newbridge-on-Wye man who lived for many years in the Gower. Along the banks of the River Witham there are barges fluttering the Welsh flag.

But there is a much longer history of the links between Lincolnshire and Wales as we shall see. Let's start with that traveller of world-wide repute who scribbled his way through Rome and France and England and Ireland and Wales: Gerald de Barri aka Giraldus Cambrensis, known also as Gerald Mlocro or Gerald of Wales. Born of Norman-Welsh parents at Manorbi Castle, Pembrokeshire, in c 1146, he died in the diocese of Lincoln c 1223, or perhaps in Hereford. No one is certain. He may – or may not – be buried in St David's Cathedral.

He pursued an ambitious career in the Church but never achieved his goal of becoming Bishop of St David's, though he was twice candidate for the bishopric. His first bid was in 1194. When he was unsuccessful he went to live with friends in Lincoln, devoting himself to studies of the lives of the saints, emerging only to make a second unsuccessful bid to become Bishop of St David's in 1199. His failure had more than a little to do with his ambition to have the Welsh Church once more subject only to Rome, not to Canterbury. Politically speaking, for Norman England, it was a straight 'No'. The second bid, in 1199, was the cause of a four-year dispute between Canterbury and St David's and Rome. Giraldus communed between England, Wales and Rome to defend his case.

Because I am a Welshman am I to be debarred from all preferments in Wales? On the same reasoning so would an Englishman in England, a Frenchman.

GIRALDUS wrote a Life of St Hugh (Vita Sancti Hugonis) about the Bishop of Lincoln's exemplary life and the many miracles attributed to him after his death. It also included a description of his death in London and the translation of the body to Lincoln where, according to Giraldus, 'There was present at the time... King John of England, King William of Scotland, Prince Roland of Galloway, and three archbishops...'.

Nine bishops and numerous courtiers and barons of the kingdom; and many abbots and priors of religious houses. Down the long central street of the city, which was very muddy at the time, the principal noblemen of the kingdom carried the bier to the cathedral church where so large and mixed a crowd of people, both men and women, thronged into the choir that the canons were squeezed together and could hardly stand in their stalls.
in France, and Italian in Italy.
But I am sprung from the Princes of Wales and the Barons of the Marches, and when I see injustice in either race I hate it.
So he thundered to Pope Innocent III in Rome.

However, it all ended badly when Pope Innocent III declared the bid invalid and Geoffrey of Henslaw was consecrated as Bishop of St David's. Not only that, Giralda resigned the archdeaconry of Brecon in favour of the nephew he had educated and, after a final pilgrimage to Rome, retired, possibly returning to Lincoln.

But this was not to be a happy retirement; he was bitterly angry with his nephew whom he accused of betrayal, of slandering his uncle as a senile fool not to be taken seriously, of grasping cupidity. What started out as a private letter to the nephew, written from Lincoln, became an open letter of scathing, bitter recrimination recounting not only the history of his quarrel with his nephew but also railing against the corruption of mankind, appropriately referenced to the Bible, the Fathers, and authors both classic and medieval. It is known as Speculum Duxorum or A Mirror of Two Men.¹

Let's have a taster: this is from the very first page of the letter to his nephew, Giralda, Archdeacon of Brecon, and sets the tone for the lengthy whole:

You wrote to us that it was because of a lack of horses that you were unable to come to us at the appointed time as you promised. However, you were sufficiently provided with horses to go to St David's, Mathry and Cardigan to perpetrate your acts of treachery. Yet you could not get horses to return to Lincoln to honour the terms of the contract - a contract which has now, without a shadow of a doubt, lapsed with the passage of time. In this same letter you begged that this be not attributed to deceit on your part. But how does a man feign or pretend that he is appalled at the deceit of this offence, when he neither cares to

note nor strives to avoid such an incontrovertibly deceitful – more than deceitful – act of treachery, and the disgrace of such an outrageous scandal, as if he sees the note in his eye and ignores the beam? Indeed, since rumour always flies on swift wings, and scandals and outrageous actions normally spread like the plague, by the disgrace of this scandal he has contaminated not only Lincoln, Hereford, St David's, and the whole of Wales, but also Ireland. Of course, the failure to keep the appointment is only the tip of the iceberg. There follow pages of recrimination and reference to instances of ingrate sons. One was a 'frequently repeated tale' of a Lincoln canon who had given up his prebend in favour of his son and was subsequently so poverty stricken, humiliated and abused, physically and mentally, that he took his tale to the Bishop of Lincoln, and thus to Rome, and so achieved retribution against the impious son. Further examples refer to instances in Kent and at Oxford. Even the word 'nephew', states Giralda, is truly derived from the Latin for scorpion.

Giralda also found time for an irate letter to Master William, Chancellor of the Church of Lincoln, who had dared to 'condemn our books on Ireland (The Topography and The Prophetic History of the Conquest) on account of the subject matter' – books which we gave in one volume to the church of Lincoln, and which he used to praise highly - just because somewhere in them the vice of these people (the vice of coupling with beasts and of beasts coming to women) is dealt with with strict historical accuracy, which cannot escape the truth as far as the facts are concerned...

He compares it with similar 'disgusting things' such as Sodom and Gomorrah. The translation of this particular letter ends:

So stop snapping at these books and tearing them apart so rudely, or else kindly return them to the author as quickly as possible. Farewell.

A translation, yes, but his was a vigorous and vital voice speaking loud and clear from a long-ago past.

A complex, flawed, brilliant; what did Lincoln think of him, I wonder?

NOTE
THE SPLENDID IMAGE above shows High Bridge in Lincoln, festooned with flags and garlands on the occasion of the Royal Show in June 1907. There are not many people in the picture and most, if not all, of them are men. There appears to be a man cleaning another man's shoes — a 'shoe-shine boy'? There is a man pushing a pram — would that be unusual in 1907? Many of the buildings have been replaced by others, but the location is recognisable at least by the parapet of the bridge. The obelisk is now located in St Mark's Square. King Edward VII visited on the Wednesday (right). He was accompanied during the day by Lord Brownlow, Lord Lieutenant of Lincolnshire, and the Earl of Yarborough, President of the Royal Agricultural Society. The whole route of the procession was decorated though the weather was poor. However, the Hull Daily Mail reported that 'the King brought Royal weather with him, just as his genial presence brightens whatever assembly he comes into.

We welcome your photographs on any topic in order to make 'Picture Post' a regular feature.
IN THE LAND OF THE GIANTS

Peter Stevenson gives a day by day account of the 1957 Ruston Bucyrus Export Sales Conference

IN 1957 LINCOLN was at the height of its industrial might, employing tens of thousands of engineers, technicians and ancillary staff, churning out millions of pounds of GNP ranging from minute semiconductors to giant excavators, colliery winding engines, gas turbines and giant water pumps.

Ruston Bucyrus had the largest excavator factory outside of the United States. It was the fifty-fifty subsidiary of Ruston and Hornsby – prior to 1930 the largest excavator manufacturer in Europe – and Bucyrus Erie, the largest US excavator manufacturer. Post War recovery had seen Ruston Bucyrus’s workshops double in size and workforce. The Brits were still very much in charge, with qualified engineers occupying key posts from the Managing Director down.

Technically, Ruston Bucyrus’s products had a worldwide reputation, and its profitability had made the company financially stronger than either of its two parent companies. The majority of its pre-war product range had been replaced by state-of-the-art post-war Bucyrus designs. These were now being produced by equivalent up-to-date manufacturing processes and many new technocrats had been recruited to augment existing experienced personnel from design department to workshop floor. Its annual output capability could be measured in thousands of machines, tens of thousands of tons and millions of pounds sterling, well over two thirds of which was being exported to all parts of the world outside of the dollar zone.

1957 was to be the launch year of two new products. The larger was a three hundred ton mining and quarrying electric face shovel employing the latest in electrical control. At the same time a new general purpose small diesel powered excavator incorporating pneumatic controls for the first time in Europe was also due to enter service.

Britain was still vitally dependent on earnings from manufactured products, and it naturally behoved Ruston Bucyrus management to inspire and motivate its widespread overseas representatives with its new and existing product lines and manufacturing facilities. It was therefore proposed that all of its overseas distributors should send key personnel to Lincoln for a week-long export sales conference in October 1957.

Delegates were flown in from all points of the compass, met at the airports and conveyed to Lincoln. •
At the stations (Lincoln still had two) they were met individually and conducted to their hotels. Lincoln's two top hotels, the White Hart and the Saracen's Head, were fully booked well in advance, and many rooms in the other hotels were reserved for backup staff. The Assembly Rooms were booked for the week and other venues for site visits and evening entertainment had also been reserved.

Meanwhile, down at the works, there had been a frenzy of activity in the months leading up to the event. A detailed programme of talks, demonstrations, works tours, site visits, film shows, lunch and dinner engagements was arranged. A new range of technical publications were produced together with much additional backup material, which included a thirty-five minute 16mm sales promotional colour film extolling all the virtues of the new product range, the factory facilities behind it and shots of the excavators at work. Each distributor was to be presented with a copy of this 'Excavating the Road to Progress' film, which still represents a remarkable insight into the company's position and prestige at the time.

The delegates each received a bronze medallion. Also to be launched at the conference was the setting up of a completely new department for the technical instruction (both in factory and overseas) of distributors' sales and service staff. This function, quite separate from the normal 'in company' training of the firm's own personnel, was a first for this particular branch of industry. In the works normal standards of housekeeping were intensified and it is doubtful if cleanliness and tidiness were ever exceeded either before or subsequent to the conference. Works personnel were intensively briefed and rehearsed in their contributions; military precision and timing were called for at every stage of the works tours and product presentations.

By 7pm on Monday 14 October all delegates, the principal speakers and key company personnel were gathered in the White Hart hotel where they were formally welcomed by the Managing Director, Ernest Everett, before dinner, reception, and dispersal to their various hotels with the MD calling for an early reveille. The conference opened in the Assembly Rooms next morning with the Export Sales Manager, Dennis Marlow, giving an overview of the position of Ruston Bucyrus in the excavating world, together with a brief summary of what was planned over the following four days. The delegates were then divided into ten separate groups with individual guides who shepherded them down to the Beever Street works. The remainder of the morning was devoted to a works tour where the guests studied machining techniques, manufacturing methods and machine testing. All assembled for a group photograph before returning to the White Hart for lunch.

The afternoon's proceedings were opened at the Assembly Rooms by the Works Director, James Page. In his address he referred to the comprehensive series of booklets and information sheets distributed to the delegates regarding the recent developments in works technology and the growth of productivity at the Lincoln works over the previous decade. He went on to stress the importance of works personnel training, which now include a new comprehensive apprentice training department.

Graduate and postgraduate technologists were now being recruited into all levels of works management. It would be another decade before computer-aided management would be incorporated, but already the essential elements of production control systems were in
place to ensure the on-time delivery of the twelve hundred or so machines expected to be sold in the coming months. This would involve no fewer than 18 models with hundreds of variants, ranging from the small 10-RB, of which over six thousand had already been delivered, to the massive 150-RB weighing over three hundred tons. Machine tonnage was now three times that of a decade ago. Much was also made of the new laboratory and quality control measures recently introduced.

The Domestic Sales Manager, Norman Webster, then presented a résumé of the company's position in the UK market; Ruston Bucyrus were currently selling over 50 per cent of all machines, home produced and imported. Domestic sales prospects in the large machine market were particularly bright with orders received for the big mining shovels extending delivery times well into the 1960s.

The afternoon proceedings continued with a review of the facilities recently set up specifically aimed at assisting the RB Export Distributor. A completely new sales and service technical training department, the product training department, had been formed as part of the export sales department. This would provide day to day instruction of distributors' personnel sent to Lincoln for training and provide sales and service training material for distributors' own onward training activities. Housed in a new purpose built building and staffed with newly recruited technical personnel, over the following years it helped in the formation of similar functions in other companies.

The afternoon session was completed by the Product Training Engineer giving a comprehensive technical review of the newly introduced 30-RB Universal Excavator in its various face shovel, dragline, dragshovel, crane, and other working capabilities. The 30-RB was the first all 'air controlled' machine to be produced in the UK, and had therefore much new technology for the distributors' sales and service staff to absorb. The presentation was additionally aimed at giving the delegates a chance to sample the kind of instruction their trainees would receive at Lincoln and the kind of training they would be receiving in the future.

The next morning began with hands-on contact with the new 30-RB, taking the controls, examining the constructional features, and learning about the air system theory.

Later, back in the Assembly Rooms, the Commercial Manager, Freddie Wildmore, detailed the role of the commercial department in export business. Then the Managing Director - who was also a director of the parent company Bucyrus-Erie - spoke on 'How the Bucyrus-Erie Company fit into the Picture'. After detailing how the Ruston Bucyrus subsidiary developed after its 1930 formation he reviewed Bucyrus-Erie technical and productivity achievements and how, between the two companies, the world excavator market had become progressively Bucyrus-Erie and Ruston Bucyrus dominated.

That afternoon the delegates were the guests of Ruston and Hornsby Ltd. The Ruston Y Series high speed diesel engines, whose development in the early 1950s had been significantly influenced by the excavator characteristics required by Ruston Bucyrus, were the subject of a works tour of the Ruston and Hornsby Boultham works. These works had been completely re-equipped to produce in quantity this wide range of water and air cooled diesels, which were the standard power units for the 10-RB, 19-RB and 22-RB machines. Ruston Bucyrus was already taking delivery of over one thousand of
these engines per annum, making Ruston Bucyrus the principal user. Following this, the delegates moved over to the completely new Ruston and Hornsby Research Centre where ongoing development of all Lincoln based power units for use in temperate, high altitude, polar and tropical environments were demonstrated and examined. The afternoon’s proceedings were closed by the presentation of ‘Diesel Engines for Excavators’ by the Ruston and Hornsby Engineering Director, E.B.R. Fielden. After reviewing excavator engine research already in progress he dealt with the engine types and their characteristics already in use in the RB Universal Excavator range (10 RB through to 30 RB) and showed slides of field applications where these had been particularly successful.

After all this intake of technology, the time had come for relaxation. In the early evening the whole party, together with key personnel from both Ruston Bucyrus and Ruston and Hornsby, were conveyed to the Petwood Hotel in Woodhall Spa, where the Ruston Bucyrus Sales Director, G.E. Savory, hosted a dinner during which he recounted some of his less serious encounters with customers and their working conditions at home and abroad.

On the penultimate day, Thursday 17 October, an early start was called for as this was to be a field day at the West Hardwick opencast coal site in South Yorkshire, worked by Shephard Hill Ltd, one of the largest contractors to the National Coal Board. This site had already excavated 6½ million cubic yards of overburden and extracted 4,500,000 tons of coal. The average weekly output of coal was 6,000 tons peaking at 8,000 tons in favourable weather. It was an all RB site using two 110 RB electric draglines, two 54 RB diesel draglines, one 110 RB electric face shovel and five 22 RB face shovels working the coal seams. These machines were working 24 hours per day, seven days a week, except for Saturday nights, which were devoted to routine maintenance.

The final day began in the Assembly Rooms with a presentation of ‘Some Aspects of Publicity and Sales Technical as they affect Export’ by the Sales Technical and Publicity Manager, Tom Broughton, who reviewed much of the technical and promotional material already available to distributors. New material already in the pipeline for the new products being launched in 1957 was also detailed, together with the policy and motivation behind this. The venue had been chosen for the launch of the recently completed 16mm film ‘Excavating, the Road to Progress’, which was shown with a promise that copies would be handed to delegates on their departure.

It was now time for the other major machine introduction to be presented—the 150 RB, the biggest and most modern mine and quarry close-coupled face shovel to be produced in the UK. It was introduced by John Austen of the export sales department who detailed all the mechanical features. The Chief Engineer, Philip Durand, gave an account of the electrical features, including the new static control system, which was to give vastly improved operator control as well as significantly improved power efficiency. The rest of the morning was spent examining the 150 RB in various stages of manufacture and operation on the works testing ground.

The conference ended with a comprehensive tour of the new, largely mechanised, parts service division stores and finally, back at the Assembly Rooms, the Parts Service Manager, Frank Kimpton, gave a resume of all the new procedures introduced to give a top class after-sales service to both distributors and their customers. The afternoon ended with a prolonged discussion/question and answer session that enabled delegates to express their views and query points that had arisen during the week.

The final evening saw the delegates and their RB colleagues gather in the White Hart for a formal dinner before the guests dispersed and returned home the next morning.

But how can one summarise the significance of this Export Sales Conference in the context of Lincoln’s industrial heritage? Admittedly it was very much an ‘in company’ affair about which few people in Lincolnshire at the time knew very much. However, there is no doubt that it provides today a clear-cut window on the superb confidence in its worldwide reputation of a major Lincoln industrial concern at a time when the city as a whole was at the height of its industrial prestige.
Eagle Moor, an industrial hamlet

With documentary evidence available but not abundant, Maureen Birch found the memories of local residents useful when conducting a survey in 1980.

Eagle Moor lies between Newark and Lincoln, seven miles west-southwest of Lincoln. In 1980, as part of an industrial archaeology course with Leicester University, my husband, Neville, and I surveyed it as an industrial site. At that time there were the remains of a maltings on the moor.

Today’s casual visitor would find it difficult to imagine the moor as having been a thriving industrial area. In a rapidly changing world, the surveying and recording of any historical remains is vastly important as the bulldozer soon eliminates all trace of what was there before.

The first thing, in any survey undertaken, is to take some photographs of the site, as this, in many cases, is the only option, particularly if development is ongoing.

At that time it had some very good remains, and we were also able to interview some of the older residents living locally who supplied us with a great deal of information. One gentleman had lived in a two-storey building near the malt kiln. Being an artist he also had visual evidence showing something of what Malt Kiln Row looked like in the 1930s.

During the 19th century there was a communal bakery standing to the west of the maltings. Our artist friend informed us how a family called Sharman had a bakery in the maltings for about 20 years at the beginning of the 20th century. The remains of two of the ovens that the Sharman family installed in the maltings were still there in the 1930s.

Several other people told how the heat from the maltings was also used for bread making. Despite the fact that the passing of time and memory have to be taken into account when interviewing people about the past, verbal evidence is still a good source of information, though one needs to try to back up with other research what one is told.

When we began our survey Neville concentrated on the maltings while I tackled the dwellings and the history. The project involved measuring and surveying the remaining buildings, photographing the site, researching as much documentary evidence as could be tracked down, and writing a report, with the help of sketches and plans.

Although documentary evidence regarding the site was hard to come by we did find a Surrender (legal document of land transaction) of...
1815/1816 that showed that; a mal'tkiln [had] been lately erected [and were] now in the several Tenures or Occupations of John Brown (brickmaker), Robert Parr, William Hall, Thomas Hilton, and William Mothray; and the remainder of the said piece of land is now used as a brickyard. However, at the Eagle Manor Court held on 19 May 1815 John Brown surrendered his rights to these properties.

The malt kiln cum brick kiln was established on the edge of Low Moor adjacent to High Moor, and had an access track from the Lincoln Road. Several people that we interviewed remembered how both malting and brick making were carried on side by side. The kilns had been built on land that was enclosed in 1684, and it is apparent that further enclosure took place as late as 1841.

Although there is no known date for the construction of the malt kiln it appears to have been built between 1791 and 1815, possibly not long before 1815, for the Surrender mentions a mal'tkiln and four tencents' being 'lately erected'.

The reason for this assumption was that an earlier Manor Court document (9 May 1791) does not mention the malt kiln, only that a William Booker was admitted to Clay Close containing by Estimation Eight Acres (be the same more or less) the Brick kiln South and the Swinethorpe Lordship North...

It was thought that most of the land in the village was copyhold, where the Lord of the Manor, in this case Sir William Amcotts Ingleby, owned the freehold rights. Gordon Hickmore, in Eagle through the Ages, described an unusual ritual observed during the transfer of land:

The person surrendering the holding would hold out a straw which would be taken by the new tenant. The document would record the event: 'The land, surrendered by a straw, according to the custom of the Manor, is granted by the Lord'.

Malting

Before we continue it might be helpful to describe briefly the process of malting.

Malt is grain, usually barley. The grain is steeped in cold water where it imbibles moisture and increases in bulk. Then the grain, drained of water, is thrown on the malt floor, into a heap called a couch, about 16 inches in depth. After about 26 hours it is turned with a wooden shovel and diminished a little in depth. This process is repeated at least twice a day, and the grain is spread thinner and thinner, until it is just a few inches in depth.

The grain is left to sweat, at about a temperature of 55°C to 62°C, until its roots have sprouted. About a day after the sprouting, when it reaches a stage called acrospire, the heat is slowly raised and the malt separated from the roasted. It is very important that when 'sweating' is taking place that the maltster keeps an eye on the temperature to see that the heat does not become excessive.

Brick making

It is almost certain that the bricks used would have been handmade using clay available from a nearby pit. In 1932 the local vicar, the Rev
W. D. Shepherd, in his book *Eagle Ancient and Modern – 1087–1932*, which included Eagle Moor, gave the location of the pub, which was 'at the extreme end of the parish on the Lincoln Road'. He further described how by then two of the four tenements had been knocked into one, and went on further to say:

*The ponds beyond, now embowered among the trees and shrubs, are the pits whence the clay was dug.*

The clay was dug out and left to weather over the winter period. The bricks were made during spring and summer. Working on a plank, the clay is put into a frame, pressed down and the surplus clay cut off with a wire. The frame is then gently lifted off and the process continued until all the clay is used up. The bricks are still green so they are stacked, on the planks, in such a way that enables the air to circulate, and left for a few days. The bricks are then taken to the kiln and again are stacked so that the air can circulate.

**The development of the site**

By 1840 a two-storey cottage had been added, to the east side of the tenements. An Enclosure map of that year shows that the maltster was Robert Pierpoint, and Samuel Barlow was the proprietor of the brickyard. Mr Barlow must have been a very busy gentleman as he also was a shopkeeper, and a farmer employing two agricultural labourers.

Census returns made it possible to trace Eagle Moor's various tradesmen connected with the maltings and brickyard. A problem encountered was an entry, in 1881, which mentioned 'five houses' and as there were five houses in Maltkiln Row by then, as well as in another row called the 'Five Row' it posed the question of which group of houses was referred to! Eventually I came to the conclusion that, as a William Hopkinson was entered in 1871 as being in the 'Five Row', and as both accounts show him as being born at Whisby, I assumed that the 1881 reference was to the 'Five Row'. Although the age difference is a problem (51 in 1871 and 64 in 1881) I am prepared to accept that he was the same person.

At roughly the same time a two-storey cottage came on the scene, and another property was built to the west of the maltings. A complex of other buildings had also sprung up in the area, including the Five Row, where William Hopkinson lived (now demolished) to the north side. A spring opposite the Five Row fed a stream running by the houses. The locals used this water for washing clothes. A water pump also served the Five Row. The well was filled in and, at the same time, toilets were built.

At the time of our survey a coal yard stood where these cottages had been and Maltkiln House was built in the garden of the Five Row. Only two cottages remained of the original four of Maltkiln Row.

The Two Row was still standing and located opposite some council houses on the curve of the main road. These council houses were built in the 1930s to rehouse the inhabitants of the Five Row and Maltkiln Cottages. The pub mentioned by W. D. Shepherd had become a private dwelling.

In its heyday, in 1861, the pub had as its landlord William Cooling. It was known as The Moor public house and occupied 25 acres of land. By 1871 it had been given the name of The Bricklayers Arms, and William Taylor was the publican. Meanwhile,
interestingly, a member of a Taylor family closed a pub at nearby Thorpe-on-the-Hill.

Resident on the Moor by 1872 was a smallholder, William Hebblewhite, who became the pub landlord by 1876. In 1899 Mrs Mary Hebblewhite was landlady; presumably the widow of William. About 1901 the premises ceased to be a pub and was taken over by a butcher, Mr George Outram, who had his slaughterhouse there. Did the outbuilding become the slaughterhouse? By 1922 the premises were owned by Charles Kent, a smallholder. In 1980 it was up for sale by Miss Gwen Kent.

Local residents said that the beerhouse brewed its own beer from the locally produced malt. This is likely as many villages tended to be self-sufficient before transport developments, and the local bricks would have been used to build many of the properties on the Moor, but it would be interesting to know where the special bricks for the malting floor came from.

By about 1930 the inhabitants of Maltkiln Row were Walt Stephenson (1), Mr and Mrs Storr (3 and 4) and Mr and Mrs Westerman (two-storey). It was evident that considerable changes had taken place over the years and it appeared that the original dormer windows, which had been set in the roof, were altered to Yorkshire lights. The change in brickwork also indicated that at some point the cottages had been heightened. Numbers three and four had been knocked into one dwelling sometime before the 1930s. Whereas the two-storey cottage had its own wash-house and toilet the other four tenements had their toilets further down the yard to the east of the properties.

The cottages had red quarry tiles, six and a half inches square, to the floors. The ceiling was lath and plaster, and the upstairs floor was of straw and concrete. It was likely that the pantry was a later addition for there was evidence that originally there had been an opening in the wall dividing the scullery and living room at the pantry end. No 2 cottage still had its brick floor and slate shelves at the time of our survey. One cottage also had the remains of its cast iron grate in situ. It is possible that the ladder, which gave access to the upper floor, would have been situated just in front of the door. The roof line of the cottages was a continuation of the maltings roof.

The census returns indicated that the hamlet had at least three shops by 1851. One of these was run by Mrs Elizabeth Hopkinson in the Five Row, one run by Mr George Sharpe, and the other by Samuel Barlow. Mr Sharpe also worked as an agricultural labourer. By 1861 Robert Pierpoint was conducting a grocery business. Whether he took over the business from Mr Sharpe is not clear, although the 1871 census returns mention that the shop is in the Eight Row. Besides running the shop Mr Pierpoint was carrying on the trade of a malt labourer. Mr Sharpe still lived on the Moor in 1861. Mrs Hopkinson had died by 1871 and Robert Pierpoint junior had inherited his father's business by 1881.

By 1871 the Eight Row had been added, showing a growth in population. The Eight Row was provided with a water pump, and each household had a pigsty and its own chopping block in the communal stick ground, i.e. a yard where firewood was stored. The Eight Row was altered just before the Second World War. I am not sure when the wash houses were added.

Of the family names mentioned on the 1816 Surrender only two families are mentioned in 1851. There are several members of the Hilton family and only one Fotherby mentioned in 1851, only one Fotherby in 1861, and two Hiltins in 1871. Of course, this may not be conclusive and the others may have died or moved elsewhere. Many of them were born locally. As no brickmaker is mentioned this may indicate that brickmaking was no longer done.

An 1840 Enclosure Map shows that John Nesbit was now at the malthall and that Thomas Hebblewhite had land at Five, Two and Eight Rows. Several problems were experienced including how many mills there were. In 1861 two millers are recorded: Mr William Lamb of Moormill House, and Mr George Daft. Were there two mills? Gordon Hickmore, writing of Eagle and Eagle Mill, describes two mills, 'at Millfield House, there were both wind and steam mills' and the five-storey tower mill on the Moor owned by Mr George Daft.' We do know that George Daft was milling in Mill lane in 1861 and lived in Brick Kiln Lane, and that William Lamb, who lived at Moormill House, was also a miller. Moormill House is possibly Gordon Hickmore's Millfield House. Mr Hickmore gives a good description of Miller Daft:

He was the epitome of the jolly miller, being six feet tall and weighing 21 stones.

In 1851 William Waddington is entered in the census returns as a Master Miller with Matthew Rawson acting as Journeyman Miller. While learning his trade, he would work at other mills to gain experience. In 1856 Samuel Barlow Junior was a miller. By 1871 Samuel and John Lamb are both entered in the returns as Master Millers, with no mention of George Daft as a miller.

By 1871 Thomas Fowe appears in the returns with George Clarkson entered as 'Corn Miller's Servant'. Which mill was still operational is not clear as Mr Fowe lodged with a Thomas Lister. It was probably Moormill House as the two Messrs Lamb milled by steam and wind. Mills would supply the bakery as well as grinding cattle feed for the local farms.

In 1861 mention is made of a school house somewhere in the region of Brick Kiln Lane and Brick Kiln Ark. Was there a private school on the Moor or did Brick Kiln Ark stretch down to the nearby village of Eagle? It is not clear when the maltings stopped working, but as the beer house ceased to be licensed about 1901 perhaps the maltings closed at the same time.

The compilation of this well illustrated booklet has been long in gestation. The original manuscript by the late Joyce Curtis started like many other worthy local history studies in WFA classes. Joyce had brought together a wide ranging coverage of how wind powered drainage engines and corn mills have played an important role in the development of this large parish’s economy. When I first read the draft manuscript in 2005 there were many loose ends which included relating old newspaper adverts and millers’ names in trade directories to particular mills. Much diligent research by Hilary Healey and Chris Page in the last few years had greatly improved the scholarship and breadth of information so that it now included useful references, a bibliography and comprehensive index. The published format is well laid out with copious excellent illustrations and maps, which add to the interpretation of the text. The different subjects and mills are boldly titled for ease of referral.

A useful introduction begins with locating Pinchbeck and its large parish with snippets of information on the medieval and post medieval fenland scenery and progresses to the development of land drainage and management. Valuable information has been gleaned and summarised by drawing from earlier published works which are clearly referenced. The inclusion of delightful colour prints by the Fenland artist, Hilkiah Burgess, of the profusion of wind pumps once to be seen in Deeping Fen and the accompanying map by Featherstone clearly depicts those pumps on the north drove of that fen. The Enclosure Act of 1801 covering the common lands in Spalding and Pinchbeck hastened the building of two large steam engines and pumps at Pode Hole in 1825. These engines, named appropriately Holland and Kesteven finally enabled the drainage of Deeping Fen to be put on a stable footing and the adverts for the sale of redundant wind pumps in the 1840s are well documented to support this new era.

The major part of the booklet is given over to identifying and describing the growing number of wind powered corn mills in the parish and the families who operated them. The early use of post mills, with wooden bodies carrying the sails and milling machinery mounted and turning above a massive timber post, gave way by the end of the 18th century to a new breed of brick tower mills. The seven known Pinchbeck windmill sites of the 18th and 19th centuries are described in detail; also included is the interesting early post mill of adjacent Surfleet.

Much time and effort has been expended in attempting to unravel the records of earlier mill researchers working from the 1920s to 1960s. Using trade directories, census and parish records valuable information has been gleaned on which people owned and operated the mills and bakeries that were once a vital part of this community’s well being. A comprehensive selection of illustrations depict a number of the mills in their heyday and eventual decline in the 20th century.

The mill sites are clearly located in reproductions of large scale OS and early 19th century maps accompanied by captions and keys. It is a pity that figure 3 from Bryan’s map of 1828 only covers three of the five mills the caption relates to. The difficulties of reworking and interpreting early writings is illustrated by the article of the Spalding Guardian on page 25 which described events at Glenside mill and not as reported about the Horse and Jockey mill. Small errors in editing such as ‘Mr Hurry of Holbeach’ which should read Mr Horry of Holbeach are to be expected especially as one contemporary trade directory misspells the name as Hurry.

Despite these slips I can highly recommend this attractive booklet to those interested in Lincolnshire’s once rich milling heritage and those researching Pinchbeck’s later history and genealogy. The work also provides excellent examples as to the changing fortunes of the traditional corn mills. Stone millers like other trades and occupations enjoyed a zenith in the first half of the 19th century with growing population and rural self sufficiency before efficient nation wide transport and mass production caused an inevitable decline and near extinction.

Jon Sass


Another excellent booklet from respected local author Alf Ludlam follows the format established in his first volume on Mablethorpe and Sutton on Sea. It comprises mainly...
photographs, but with a few tickets, timetables, maps and posters also, some 69 illustrations in all. All are of good quality and include a few modern views. There are also short chapters entitled: Introduction, Wainfleet and Firsby Railway: The Skegness Extension; Wainfleet Engine Shed and Local Traffic; The Kirkstead to Little Steeping ‘New Line’; Excursion Traffic; Butlins Holiday Camps and Closures and a Reprieve. It is, therefore, about more than Skegness itself and includes photographs of stations and trains from Kirkstead to Little Steeping, and from Firsby to Skegness as well as excursion trains en route to the latter elsewhere in the East Midlands.

The line in its day to day work over the years is well covered. Threatened with closure as a result of the Beeching proposals in 1964, the Transport Minister of the time was persuaded to ask British Railways to reconsider. This they did and the revised proposals, now accepted by the Minister, resulted in Skegness retaining its service via Grantham and Boston but the New Line, and the East Lincolnshire Line north of Firsby and south of Boston, closing in 1970.

The written texts are fairly short and, while they do give some context, they will not be the main reason people buy this book. The quality of the illustrations, some in colour and some spanning a double page are worth the price alone. Indeed, there are only two pages out of a total of 48 without one. Just like Volume One, this will serve as a reminder of what has gone before and will be of interest to railway enthusiasts in Lincolnshire and beyond as well as to the more general local historian.

Stewart Squires, Southern

MENNELL, Brian and MENNELL, Gary, Slightly below the glide path III: RAF Digby. [Haxby (Yorks.], Fox3 Publishing. 2014. 116pp. ISBN 978 0 9566319 3 0. £7.99 pbk. This is the third book in the series, the previous two having covered Scampton and Waddington; the authors discover the stories behind the RAF headstones at cemeteries used by the individual airfields. This volume covers RAF Digby, the graveyard for which was Scoopwick Church Burial ground, and which, unlike the previous two subjects, was a fighter base; thus the stories are different, usually involving just a pilot rather than several crew members. Also, because Digby was a Royal Canadian Air Force base from 1942 on, more people are buried locally because their bodies could not be claimed by their parents. A brief history of the station is given followed by the story behind each headstone, in date order. As Digby has a continual history dating back to WW1 the first is from 1930 and the last 1990 and many buried here were not killed flying. Of those who were killed flying the two most well-known were Pilot Officer John Gillespie Magee, the poet, whose Spitfire collided with a Cranwell based Oxford in December 1941 and Flight Lieutenant Odenberg, a Belgian ace who shot down five enemy aircraft with five more probable; he also was tragically killed in a collision, with another Spitfire, in January 1942. Although his remains were repatriated to Belgium after the war, the space his grave occupied can still be seen.

Although civilian casualties from aircraft crashes were rare the authors recount a tragic story in which two Canadian Beaufighter night fighters from Digby were practicing night interceptions when one accidentally rammed the other; one came down on 2 Noel St, Gainsborough, killing the two crew and a three year old girl in the house, whilst the other came down near Corintree, with both crew dead. In peace time, 1964, Chief Technician Brophy and a colleague were killed when, in a familiar Lincolnshire context, their car ran into a ditch near Algarth. Again, the authors have written an interesting little book, contributing a bit more to Lincolnshire history.

Terry Hancock, Cherry Willingham

In my piece in LP&PS on the book about William Robertson of Welbourn I erroneously stated that he was the only man to rise from private to general. That should have read to Field Marshal. In fact, I am informed that three men rose from private to general but only Robertson made the full trip to Field Marshal. I am grateful to a vigilant reader for this correction. (Reviews Ed.)

NOTES & QUERIES 98:2
Raithby South African connection

THE ORIGIN OF THE INFORMATION on the Rev Barnabas Shaw’s visit to Raithby (N&Q97:2) was from the church history of Somerset West Methodist Chapel, near Cape Town, during their 175th anniversary visit to Raithby. Bishop Michel Hansrod led their visit in 2009 and I assume he did their research. Since the Rev Barnabas Shaw originated from Ellington, near Hull, it is quite likely that he could have visited Raithby, and that Somerset West’s information is correct – minus the meeting with Wesly at the same time [John Wesley died in 1791]. John Wesley visited his friend Robert Carr Brackenbury (1752-1818) at Raithby in 1788. ‘That seems to be when he described it as an earthly paradise’. He opened the chapel at Raithby Hall on 5 July 1779. The connection between Robert Carr Brackenbury and John Wesley is well documented but I cannot find evidence that supports the Somerset West information that the Rev Barnabas Shaw was sponsored by Carr Brackenbury following his visit to Raithby in 1815. There is, however, plenty of information following Barnabas Shaw’s arrival in Cape Town on 14 April 1816.

Paddy O’Flynn
Hav[ing] toured Lincoln Cathedral I wondered if anyone could tell me what happened to the stained glass during the Second World War? Was it really taken out? Assuming it was, did they remove all of it? Where was it stored? It would have been a longish job I would think. When did they start, how long did it take, and when was it put back?

Toby Morrow, Rotorua, NZ.