Barton upon Humber
Civic Society

NEWSLETTER 2021

Geoffrey Freeman Bryant

1935 - 2021

1969 - 2021

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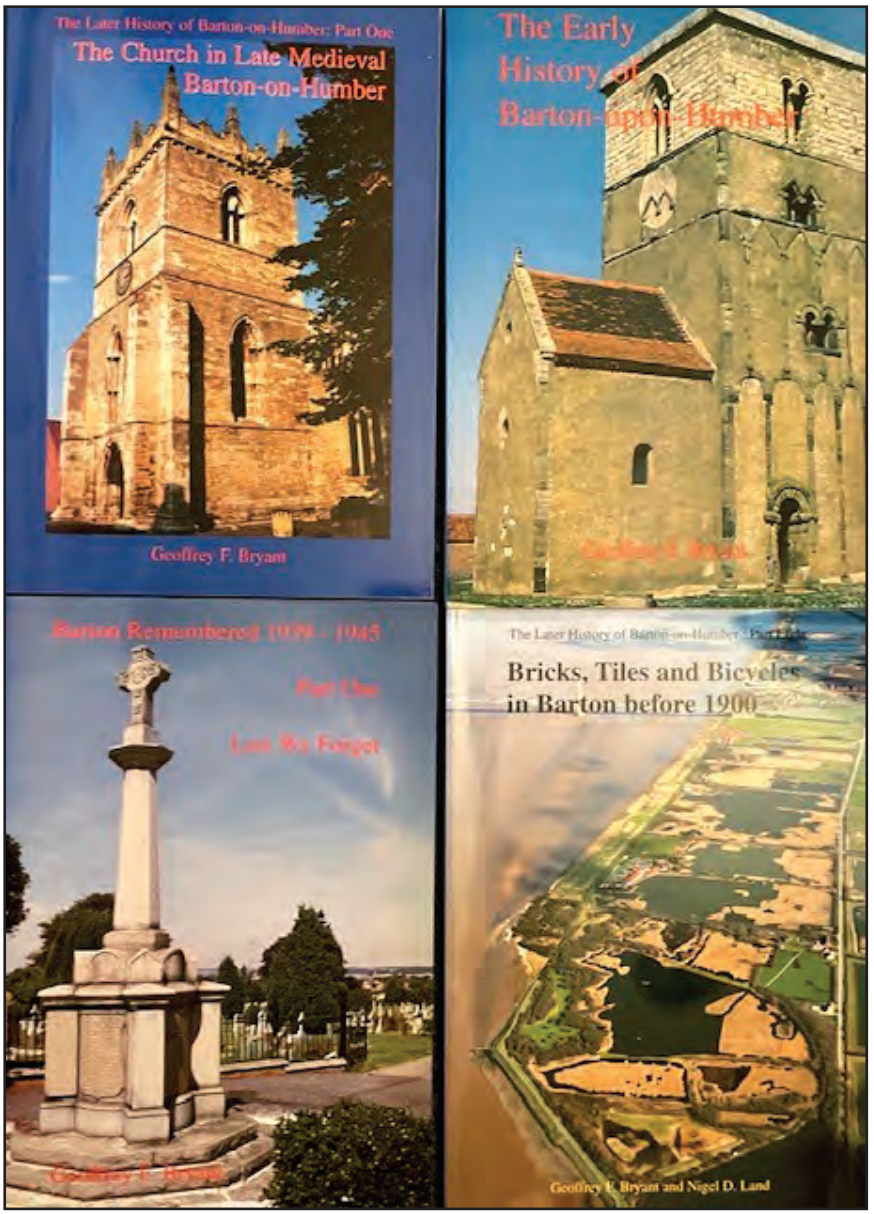

Four of the many books written by Geoff Bryant. Photo: Rose Jackson

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Annual General Meeting 2020

Andrew Robinson, Secretary

As with many other events, our A.G.M. for July 2020 had to be cancelled due to Covid-19 restrictions. However, as this is the occasion at which the committee is elected for the following year, it was felt necessary to confirm two appointments as follows:

- Neil Jacques as chairman (rather than acting chairman)
- John Womersley as a committee member (rather than a co-opted member)

These changes were proposed in the 2020 Newsletter, to be assumed accepted unless any objections were raised. Fortunately, none were received, and indeed several messages of support were received by e-mail for the proposals, so the positions were deemed to be confirmed.

We are however planning to hold a "live" A.G.M. this year on **Friday 16th July, in the Joseph Wright Hall, starting at 7.30 p.m.** Proposals for election on to the committee are always welcome – these should be made on the form enclosed within this newsletter and submitted to the secretary, Andrew Robinson at an.robinson58@gmail.com by Friday 9th July, and will be voted on at the A.G.M.

Chairman's Report, 2020-2021

Neil Jacques Chair, Executive Committee

Well what a year. Obviously the usual annual events programme has had to be put on hold. Hats off to the Heritage sub-committee who arranged, postponed, tentatively rearranged and postponed again, the planned events for 2020 and the early party of 2021 with all the work that involves. Hopefully we can begin again in the autumn. However, the work of the Civic Society has continued quietly behind the scenes.

The Executive continues to hold monthly meetings by Zoom which has unfortunately limited the numbers being able to attend as not all have the appropriate computers. So as a minimum, we have been able to keep the society ticking over and in some cases much more than just that.

Hopefully, members will have seen in recent editions of the Bartonian, reports of our work with North Lincolnshire Council on some of the unloved buildings in the town. We have had some successes with two houses in very poor condition being renovated and now lived in, but other buildings remain very difficult to improve. The good news is that the Council is actively pursuing statutory notices for some of them to force the owners to do at least some external repairs.

The Council has adopted our scheme to rejuvenate the Transport Interchange and put the necessary funds in their budget to undertake some of the work this year. We also continue to award Good Marks for outstanding initiatives and developments and sympathetic building renovation and repairs.

Many may not be aware of our work on planning issues. We have a dedicated team of Jane Darwood and John French, who look in detail at all planning applications for Barton every three weeks to coincide with the Barton Town Council Planning Committee meetings.

It can take a while to look through all the documents and drawings for the larger applications, and the Heritage and Design documents for those in the conservation area and listed buildings in particular. So the committee are very grateful for their efforts.

We tend to limit our comments or objections to those where we feel the proposal will harm a listed building or have an adverse impact on the conservation area. These comments are normally around design matters, but on other applications the impact of the additional traffic a development may create,

is also considered. These comments are then submitted to the Town Council in time for their Planning Committee to consider for their comments on the application, and sent to the North Lincolnshire Council Planning Department who make the final decision.

The Environment sub-committee and Heritage sub-committee have continued to meet and work over the last year, ably chaired by John Womersely and Ian Wolseley respectively. Elsewhere in this Newsletter you will find more detailed reports of some excellent initiatives which will be of long lasting benefit to the Town.

The web site has been completely re-vamped and brought up to date thanks to the efforts of Liz Bennet who has been overseeing this for us.

The Neighbourhood Plan, initiated by the Civic Society over 18 months ago, has also made great strides forward. Following the survey undertaken of all residents last September, the Steering Group chaired by Veronica Pettifer, has established a number of sub groups who will undertake the detailed work.

I should also like to welcome Monty Martin and Ian Lawless to the executive. They were both co-opted during the year, to fill vacancies not filled at the virtual AGM in 2020. Hopefully, I shall be able to present this report to a real "face to face" AGM in July. We may have to limit numbers, depending on how the relaxation of the lockdown restrictions go in May and June.

So overall it is very pleasing to be able to report that much has been achieved over the last twelve months. This is despite the very difficult circumstances and, at times, seemingly constantly changing rules. There is much that we can be proud of and I should like to thank all committee and sub-committee members for their commitment and the tremendous amount of work they do in continuing to support the Society. Their dedication enables us to play an increasingly pro-active role in the life of the town.

Environment Sub-Committee Report *John Womersley (Chair)*

The sub-committee has continued to meet via Zoom, a day late on one occasion as the host (me) couldn't press the correct button to admit the rest from the waiting room and twice with Nigel 'voice only'. There has been limited success on the environment front but the main subjects are as follows:

- The committee drafted the BCS response to the Relief Road presentation and gave it much thought with positive proposals as well as some criticism. No acknowledgement of the letter was ever received from NLC or our representatives.

- The transport interchange proposal put forward by the committee and apparently well received by NLC has not made the progress hoped for and our local council representatives have not reported back on the matter.

- The NLC dilapidated buildings group has still been meeting but nothing much has changed on buildings. The committee have concerns with Oddfellows Hall, Eagle House [a permanent building site], 74 Butts Road [a perfectly good house which has been boarded up for 38 years] and 51 Fleetgate [run by CHAMP and closed for many years].

- Our attempts to get Fleetgate reduced to a 20mph street have reached the exciting stage of another traffic survey with the speed checks set up just before the mini roundabout where most cars are slowing down.

- A community orchard was planted on Lapwing Way.

• Barton Town Council, owners of the Assembly Rooms, have set up a working group to look into renovations required to bring it up to Grade 2 listed standards. This is 2 years after the committee wrote to them with a list of items concerning the façade which needed urgent attention. I am not sure we can claim this as a success but a smart looking Assembly Rooms would be good for Barton.

• Working with Ongo [NLC housing provider], an area of land on Soutergate was cleared of rubble and brash. Ongo will be consulted soon re planting a community orchard in the autumn.

• Our last meeting was outdoors at the Humber Bridge viewing car park. Whilst it is great to see enterprising people setting up a café/bar, the area is not and has not been very friendly for the considerable number of visitors who turn up A list of items we consider should be tackled without haste has been produced. We are debating how best to get some positive action before the momentum is lost.

Heritage Sub-Committee Report

Ian Wolseley (Chair)

As members will appreciate, the events of the last year put paid to our usual programme of talks and regular meetings of the sub-committee.

Fortunately, most speakers have agreed to deliver their talks when things get back to normal. It looks as though we may be able to resume in the summer, beginning with the Annual General Meeting on Friday 16 July at 7.30pm followed by an update on developments in Baysgarth Park. Then on Friday 3 September, Fakes and Forgeries with Marilyn Roberts; Friday 15 October: The Teacher is Abroad in the Land with Ian Wolseley; and Friday 19 November: A Glimpse of Tudor Domestic Life in Barton with Neil Wilkyn. We will need to confirm these details once we know public meetings can take place. Some work has been done during the Lockdowns. The Archive has been moved to a new store within the Wilderspin School Museum. The sub-committee members also met to consider acquisition of highly interesting material from Brian Peeps' archive.

Treasurer's Report

Jean Bradley (Honorary Treasurer)

Receipts and Payments Accounts for the year ended 31st March 2021

	2019/20	2020/21		2019/20	2020/21
Receipts	**£**	**£**	**Payments**	**£**	**£**
Subscriptions	**1,647.00**	**1,445.00**	**Secretarial**	**156.76**	**47.60**
Investments	**1,358.04**	**868.14**	**Subscriptions**	**25.00**	**25.00**
Merchandise sales	**205.86**	**136.95**	**Insurance**	**405.22**	**385.25**
			Printing/Newsletter	**636.00**	**654.00**
			Room Hire	**680.00**	**70.00**
			Ordnance Survey Renewal	**65.70**	**65.70**
			Website	**500.00**	**200.00**
			Printing Morley Book	**-**	**519.02**
			Brian Peeps Archive Papers	**-**	**300.00**
					2,266.57
			Excess of receipts over Payments		**183.52**
		2,450.09			**2,450.09**

Reserves as at 1st April 2021

	£	
Current A/c	6,343.79	(of which £5,700 is ring-fenced for the Beck)
Business Reserve A/c	9,693.09	
Investment Capital	31,932.00	(as at 31st December 2020)
	47,968.88	

In what has been an exceptional year, I am pleased to report a slight increase in our income over expenditure. This was only achieved by the loyal support of you, our members, for which we thank you.

Your support would also be appreciated when you make purchases from Amazon by clicking on to Amazonsmile.co.uk and nominating Barton-upon-Humber Civic Society for which we will receive a donation.

After continuing negotiations, we are indebted to Alvin Chapman, our insurance advisor, who has succeeded in further reducing our insurance costs for next year. Our investments income reflects the uncertainty in the stock market over the past year but this has shown a marked improvement recently.

The difference in the Room Hire figures is that we have been unable to hold our usual meetings due to the Covid pandemic and the 2019/20 figure includes some room hire charges from the previous year.

Summary of our submission to the Ministry of Housing Communities and Local Government White Paper on 'Planning for the Future'

Monty Martin [Co-opted Committee Member]

The submission was considered in Committee consisting of Mr John French, Mrs Jane Darwood and Mr Monty Martin, signed off by the Chairman Mr Neil Jacques and sent by email to the response team.

- The Ministry published a 76-page randomly but lavishly illustrated White Paper in August 2020. Mr Boris Johnson PM, in a preface to the proposals, alleged that it was the Town and Country Planning system in England that was in some way responsible for the extremely poor house building record over the last decade. We pointed out that since developers were holding a land bank of some 400,000 houses, the Planning System was an unlikely cause of any building log jam. We queried renowned successful planning credentials and despite an unpromising preface, looked creatively and in detail at the proposals.

- We agreed with the proposal that Local Plans could realistically be prepared within the 30-month recommended period but although Neighbourhood Plans were respected, there was no proposal to establish what weight they or conservation areas might have.

- We did not agree that failure over the years in building enough houses to satisfy demand warranted a complete change in the planning processes.

- The proposed changes in the system were that the Local Plans should designate three areas as follows: those suitable for substantial development; renewal areas; and protected areas. Opposition to applications for outline planning permission within the first two areas would be substantially curtailed. We considered this to be a dangerous affront to legitimate local concerns.

- The report exaggerated the number of homes alleged to have been built in the previous year. The proposal involved ensuring Local Authorities secure specific levels of house building. We had reservations about this, particularly that using decision-making software to dictate housing demands was inappropriate for greatly diverse areas.

- The Paper correctly identified the need for developers to contribute to local infrastructure upon which their development would place burdens. The proposal for a general Infrastructure Levy could allow Local Authorities to provide the infrastructure if they could borrow on the strength of receiving the levy. To this extent, the proposal was welcomed with the reservation that such levies can deter developers.

- We answered the majority of 24 detailed questions, some with sub questions. The detail of all these can be found on our website.

Obituary

Geoff Bryant: 1935 - 2021

Tribute to Geoff Bryant - Nigel Land

It was through the Civic Society that I first got to know Geoff Bryant and little did I realise, more than 20 years ago, what a profound influence he would have on my spare time. It was Geoff, bless him, who lit my local history fuse – he was so knowledgeable and so enthusiastic about Barton history that you couldn't help but feel the same. I well remember after one committee meeting asking Geoff if there had been anything published about Elswick-Hopper bicycles. This was prompted by my cycling interests and in the fate of the large industrial estate on Marsh Lane that had been built in the early years of the last century by Fred Hopper. His answer was simple: 'No, why don't you do something?' Ten years later and after much research and many conversations with ex-employees, I managed to finish the book! Over the years I got to know Geoff and Ro well and have many treasured memories.

Tribute to Geoff Bryant - Neil Jacques

Geoff was a true polymath, interested in so many things - archaeology, history, bell ringing, rainfall statistics, the technology of mining through the ages, a good coffee and cheese scone (and which pronunciation to use), trade and commerce through Barton, the trains being stored off Humber Road, travel, politics and the modern world. He kept up to date with his daily Guardian. I'll miss being caught on the hop by him when he would pop across the road to discuss something he had read in the morning paper, which I hadn't yet spotted.

His mischievous sense of humour came to the fore when he read that the Government was considering building a bridge from Scotland to Northern Ireland. The bridge would have to cross the deep water of the Beaufort Trench, into which a previous Government had instructed him to dump unwanted WW1 munitions during his National Service. He was pleased that his efforts are still recognised on current maritime charts.

He had that rare gift in those with expertise and enthusiasm for a subject, to convey his knowledge to everyone he met in ways all could understand. He was a true teacher, through the WEA, his books and talks and huge knowledge of local history. As an expert ringer, he taught many of us to ring church bells, displaying huge patience as we struggled to learn the basics, and in my case at least, I regret his ambition for me as a ringer, way outstripped my ability.

Geoff was a learner too. He often came across to seek advice on growing vegetables which he took up in recent years. Monica and I were pleased that with the easing of lockdown he could join us for a meal the night before he was admitted to hospital. During the wide-ranging animated conversation, talk turned to the Barton Directories of which we have a few copies. He was as fascinated as we were to learn that in 1970, Barton still had a Fellmonger in business. We had to resort to a dictionary to find out what one was.

We discussed street names and Geoff's desire to make the history of them more widely known, by providing information on the street name plates themselves as they do on the continent and through the revamped Bartonian, of which he was a huge fan.

Personally, Monica and I have lost a dear neighbour and friend who will be fondly remembered. We have also lost a founder member of Barton Civic Society. Perhaps the best tribute we can make collectively to Geoff is to ensure the Society thrives.

Tribute to Geoff Bryant - Andrew Robinson

I first met Geoff in 1975 whilst researching a project on the Humber Bank for my Geography A-Level course, having been recommended to approach him as "an authority on the brickyards". In typical fashion, Geoff was very helpful and provided me with several pieces of information and new leads to follow. At this time, Geoff had only been living in Barton for four years, having been appointed as tutor organiser for the Workers' Educational Association. The Civic Society had been recently founded, in 1969, and Geoff soon became heavily involved in its activities, serving as chairman for some years.

After this initial encounter, I then didn't meet Geoff any further until joining the Civic Society Committee in 1991. Shortly after this time the importance of 51 Fleetgate became apparent and Geoff was one of the leading figures in highlighting the historic significance of the property. We gradually got to know Geoff and Ro on a wider basis and would often meet socially in the Wheatsheaf on Friday evenings after Civic Society meetings with other committee members and bellringers. Geoff campaigned successfully to get the bells at St. Peter's Church repaired in time to ring in the new millennium.

Geoff really came into his own after his retirement in 1998 (culminating in the award of an MBE), when he became able to devote more of his time to historical research and publishing. Whilst most of us are content to read about local history through books and lectures, Geoff loved to carry out original research, using historic documents as the basis for his studies, and complementing these with interviews with relevant people and regular trips to the County Archive Office at Lincoln. Several books were researched and written by Geoff, principally the trilogy on World War 2, but Geoff was also instrumental in encouraging others to write up their memories of Barton. Ron Newton in his book on the Waterside area, "My Childhood Playground", acknowledges that it was Geoff who persuaded him to put pen to paper on all his reminiscenses, and indeed Geoff wrote the foreword to Ron's book. Nigel Land also credits Geoff as the inspiration for writing his book on the Hopper Cycle company. More recently, Helen Morley, in her book " The Morleys of Barton", makes specific reference to Geoff for his "thoughtful comments and encouragement".

Geoff led the way in the 21st century in persuading local specialists to write up various volumes on the history of Barton up to 1900. He wrote the first book in the series, "The Church in Late Medieval Barton on Humber", published in 2003, and later collaborated with Nigel Land on Book 8, " Bricks, Tiles and Cycles in Barton before 1900". Geoff also acted as editor for the whole series, helping authors to plan their work and carrying out revisions to the text as appropriate. Other projects which spring to mind include the Wartime Diaries of Dr. Tom Kirk, written up in conjunction with Nigel Land and Stephen Wright, and "A Black Day in Barton", the story of the battle of Hohenzollern Redoubt, which led to the planting of the Redoubt Copse in Baysgarth Park.

Geoff was a lecturer of considerable ability – his strong voice and effective delivery made compulsive listening. The point which always struck me most about Geoff was his refusal to draw conclusions without compelling evidence. If asked by a member of the audience a question along the lines of "Does that mean so and so happened ?", Geoff would often reply " Maybe – we can't say for sure but that is what the evidence might suggest". The emphasis was always on "might" and that is something I have always tried to remember when considering historical events. Geoff's interest in history ranged literally from the pre-historic to the contemporary, and this was reflected in the variety of his lectures and publications.

Lindsay and I always used to think that Geoff and Ro had an ideal retirement. Geoff would get up early in the morning, work on his current project, and then the two would usually go for a long walk, often along the Humber Bank. Evenings would often involve giving talks or, equally listening to the lectures of others, in which Geoff always showed a great interest. For all his academic brilliance, however, Geoff was always very much a "people person", enjoying conversation with all sorts of people on all sorts

of topics. Whilst history was very much the central theme in his life, Geoff was a particularly enthusiastic bell ringer, and also enjoyed caravanning, often towing his caravan across the continent to various destinations. Geoff kept rainfall records for many years, which were published annually in The Bartonian, and would often write letters to the "Yorkshire Post" on a variety of topics. He and Ro were excellent hosts, often inviting friends around to their home on Queen Street for drinks or meals, and would often provide accommodation for visiting speakers and fellow historians.

Ro and Geoff continued to lead active lives until the last couple of years, when both developed health problems; Geoff's will be remembered as a life well lived, with a legacy in his books and other publications of which Barton can feel very proud.

ARTICLES

Losing the Way

Geoff Bryant

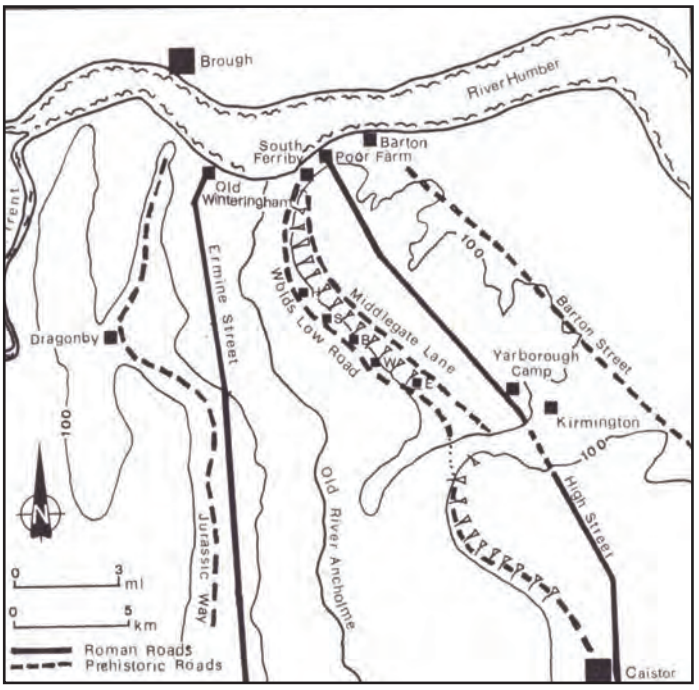

Fig. 1 Prehistoric trackways and Roman roads in North Lincolnshire.
H = Horkstow, S = Saxby All Saints, B = Bonby, W = Worlaby, E = Elsham

There seems to be some confusion regarding the roads and trackways that formerly ran north-south along that part of the Lincolnshire Wolds laying north of the Barnetby-Kirmington gap.[2] The most westerly of the roads (now the B1204 Wolds Low Road and see Fig. 1) ran, and still runs, along the foot of the Wolds escarpment and connects all of the spring-line settlements from Worlaby to the south, through Bonby, Saxby-All-Saints and Horkstow to South Ferriby alongside the Humber (see |Fig. 1).

To the south of Worlaby, the modern B1204 swerves slightly westward though the line of the original road remains as a footpath which eventually joins the B1206 in the northern corner of the Elsham Hall estate before moving on into Elsham village itself. South of Elsham, the road continued along to Barnetby and then through another string of spring-line villages, some now deserted – Bigby, Somerby, Searby, Owmby, Grasby, Clixby and Fonaby – before arriving at Caistor. The road is now discontinuous between Bigby and Clixby, for long stretches is no more than a footpath and vehicles now travel along the A1084 on the crest of the Wolds scarp. Along its whole length this road made complete economic sense connecting village to neighbouring village. With few exceptions, finds of prehistoric and/or Roman date have been made in all of these parishes and bearing in mind their most suitable location it would seem most likely that this road – originally doubtless little more than a trackway – has been in existence since prehistoric times. Certainly, Scandinavian settlers appreciated these valuable settlement sites as the prevalence of *–by* place-name suffixes demonstrates. Only

Horkstow and Elsham retain their Anglo-Saxon place-names though the discovery of Early Anglo-Saxon cemeteries at South Ferriby and Worlaby evidence pre-Scandinavian occupation.

To the north of Melton Ross and some what to the east of the road described above another road runs along the western crest of the Wolds south-eastwards from South Ferriby. Apart from the stretch between South Ferriby and Horkstow this road is still serviceable for motor vehicles. The road terminated at the major Late Iron Age site on the South Ferriby foreshore which May compared 'in character and importance with [two other major sites at] Ancaster and Old Sleaford' (May 1984, 21 – 22 and 1976, 179). Today, and since at least the early-17th century, this road has been known as Middlegate Lane (Cameron 1991, 50 and 111). It is less easily justified economically as it does not run through any settlement site though its terminus at the Iron Age site at South Ferriby might again suggest a prehistoric origin. Of some significance surely is its name, the 'Middle' element surely indicating that when it was named there were in use roads running alongside it both to its west and to its east.

The road that runs to the west of Middlegate Lane has been described above. It can be shown that some two miles to the east, and more or less parallel to Middlegate Lane, there was once another road, now for much of its length abandoned or surviving as a footpath or bridle way. To the north that road ended on the Humber Bank (at TA 999225) just to the northwest of Poor Farm where its course now marks the Barton – South Ferriby parish boundary (and see below).

In times past making landfall on the banks of the upper reaches of the Humber can never have been easy. For anyone sailing into the Humber the first point along the south bank of the river where the boat would find solid ground would have been around Poor Farm where the chalk Wold reaches right down to the water. Anyone trying to land further to the east would almost inevitably have to cross a stretch of wet marshland before reaching dry ground. In the 12th century *Orkneyinga Saga* 15 year-old Norwegian Kali described the problem splendidly. It is recorded that he sailed with 'some merchants west to England with a cargo of wood merchandise'. They held on their course to the [market] town called Grimsby [where]

> Five weeks we've been wading
> In that ghastly slime,
> No lack of mud
> Where we were in Grimsby!'

(Taylor 1938, 225 – 226).

As well as providing a suitable anchorage for vessels travelling up and down the river the Poor Farm site would also have acted as a landing for a ferry connecting the area south of the river (but east of the River Ancholme) with the north bank and in particular with Brough (Roman *Petuaria*) during the Romano-British centuries.[3]

After leaving the Humber foreshore at Poor Farm in Barton parish4 the road ran south-eastwards, past Yarborough Camp (TA 081120) and on to Caistor from where it continued south on to Horncastle and beyond as the well-known Roman 'High Street' – Margery's road No. 270 and now the B1225 (and see Fig. 2).

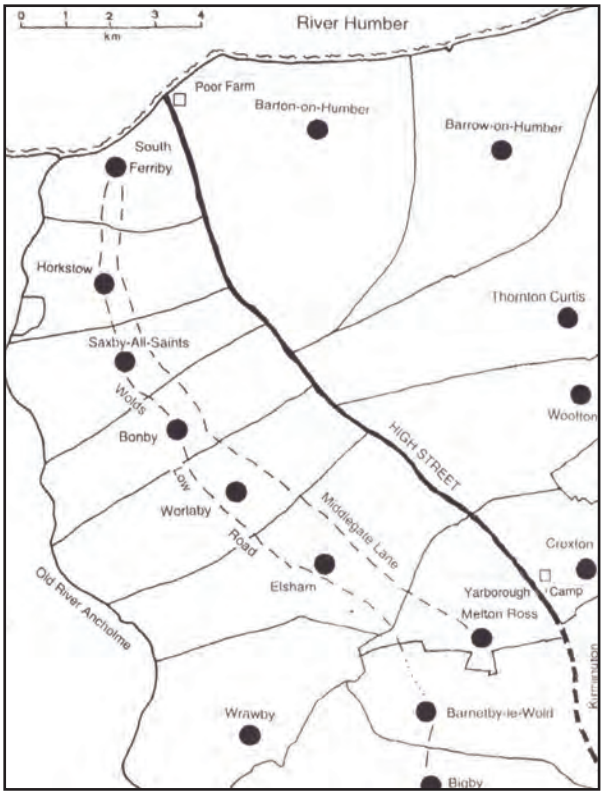

Fig. 2 The route of the Roman High Street north of the Barnetby-Kirmington Gap through the Wolds. Along the whole of its length it acts as a parish boundary.

Whilst the Roman High Street's course between Caistor and Melton Ross seems clear its course north of Melton Ross has been repeatedly

mistaken (with the possible exception of Laughlin and Miller and later Everson – and see below) and has been conflated with the road known as Middlegate Lane (see above). It is here proposed that the stretch of road which ran from Melton Ross to the South Ferriby/Barton-on-Humber parish boundary beside Poor Farm on the Humber be accepted as a continuation of Margery's Roman High Street road No. 270 and that that road did not, as suggested by numerous previous writers, reach the Humber at South Ferriby. In the 1960s Margery's seminal work *Roman Roads in Britain* described a road 'called High Street [his No. 270], which ran northwards along the Wolds, connecting Roman sites at Horncastle and Caistor and South Ferriby on the Humber' (author's emphasis and see Margery 1967. 191 and Fig. 7a). Loughlin and Miller (1979, 186) located the Poor Farm site at the 'end of a prehistoric/Roman trackway along the Wolds' but did not show it on their Map 6. Later writers and archaeologists appear to have used Margery as their source when writing about the High Street and have failed to appreciate the true route of this same road as it continued north for 12 miles from Melton Ross to Barton.

- Jeffery May described the road, 'known today as High Street, which ran along the western crest of the chalk scarp [i.e. Middlegate Lane]', as being 'probably prehistoric' (May 1976, 179 and see his Fig. 90);
- Field and Hurst wrote of the High Street 'running along the west of the Wolds, providing a link between the Humber at South Ferriby and the Wash' whilst their Fig. 2 clearly shows the High Street terminating to the north at South Ferriby (Field and Hurst 1983, 85 and Fig. 2);
- In 1991 Cameron recorded the road as having been 'clearly used for Roman traffic' and that from 'Caistor to Horncastle it is known as High Street' (Cameron 1991, 50);
- Whitwell wrote of 'a road called Caistor High Street between Horncastle and Caistor, and [called] Middlegate Lane between Caistor and South Ferriby (Whitwell 1992, 53 and 69)5;
- Bennett and Bennetts' map of Roman Lincolnshire shows the Roman High Street, 'prehistoric in origin', running between Horncastle and Kirmington, but the road shown to the north of Kirmington is again clearly the Middle Gate Lane to South Ferriby (Bennett and Bennett 1993, 15),
- Sawyer's map of Lincolnshire locating Anglo-Saxon burial sites shows the High Street terminating at South Ferriby (Sawyer 1998, Fig. 3.4);
- Jones's map of Roman settlements in Lincolnshire shows the High Street running from Horncastle in the south to South Ferriby via Ludford and Kirmington (Jones 2002, Fig. 60);
- In his *The Anglo-Saxon Kingdom of Lindsey* Leahy wrote of the 'Caistor High Street which runs through the Wolds between Horncastle and Caistor, where it becomes Middlegate Lane up to the Humber at South Ferriby' (Leahy 2007, 24). In more recent correspondence Leahy has agreed that the Roman High Street did continue on to the Poor Farm site in Barton not to South Ferriby.

The realisation that the real High Street ran immediately to the west of the enigmatic, 0.62 hectare, Yarborough Camp (TA 081120) has implications for his and any other discussion of that site. The camp's apparently bastioned corners (see Leahy 2007, p. 112), its relatively small size, its location immediately alongside the Roman High Street and its location inside the important Barnetby-Kirmington gap through the Wolds, would make it an ideal and possibly vital location for the defence of nearby settlements (early cemeteries have been found at both Elsham and Fonaby) and provide part of any late-Roman defensive shield aimed at thwarting a barbarian attack from the east. Recent fieldwork by Archaeological Project Services on behalf of Singleton Birch Ltd (NLSMR 20254) has revealed evidence of significant Romano-British settlement activity outside Yarborough Camp, a situation similar to that found at Caistor and Horncastle (information kindly supplied by Alison Williams and see below);
- Most recently, Green mentions 'the important earthwork fortification known as Yarborough Camp [which] lay on a major east-west route and would have been crucial in the defence of post-Roman northern Lincolnshire'. However, his Fig. 4 takes the High Street on to South Ferriby (Green 2012, 89 and Fig. 4);
- Finally, and uniquely, mention should be made of Drinkall and Foreman's report on the excavations at Castledyke South in Barton in which their Fig. 4 shows a road immediately

west of Poor Farm, i.e. the Roman High Street, but incorrectly identifies it as 'Middlegate'. This misrepresentation is also repeated when the report noted that in early Anglo-Saxon times Bartonians were presumably buried in the cremation cemetery at Elsham that was 'linked [to Barton] by the ancient trackway known as Middlegate Lane' (Drinkall and Foreman 1998, [11]).

All except the last of these sources appear to have followed Margery and posited mistakenly that the northern stretch of the Roman High Street ran along what is now Middlegate Lane before reaching South Ferriby. Only Laughlin and Miller make mention of the Caistor to Poor Farm Road and Everson 'perhaps' recognised it as Roman (Everson 1984, 125 following Bryant 1981, 10 – 11 and 27 – 28).

This High Street road makes no immediate economic sense for along the whole of its length from the Humber Bank to an unknown point to the south of Horncastle it passes through or nearby only two inhabited settlements – those associated with Caistor and Horncastle.[6] Both Caistor and Horncastle had late (4th century) Roman walled and bastioned enclosures inside of which were features of an 'insubstantial' nature (and see Whitwell 1991, 70 and 72). However, outside the walls of both places there has been found evidence for significant earlier, undefended Romano-British settlements. Field and Hurst were of the opinion that at Horncastle 'the small area of the walled site [c. 2 hectares] and its placing in a naturally defensive spot ... suggest that it was constructed to meet wider strategic requirements than the needs of local defence, in other words, that it was a military installation'. It seems very likely that a similar conclusion could be reached in respect of the 3.5 hectares, walled and bastioned enclosure at Caistor and Field and Hurst were of the opinion that both would 'fit within an overall scheme of east coast defence extending northwards from the main series of Saxon shore forts' found in East Anglia and along the south coast. They went on to conclude, in part in error, that this defensive military strategy also included the High Street 'running along the west of the Wolds, providing a link between the Humber at South Ferriby and the Wash 'via the Bain from Horncastle' (Field and Hurst 1983, particularly pp. 85 – 86 and Figs. 2 and 26).

So, like so many other Roman roads that drive through the countryside whilst bypassing settlement sites, the High Street does make military sense, allowing troops to move speedily and unhindered along its length. Further that road linked the walled enclosures – safe havens at Horncastle, Caistor and ?Yarborough Camp – which might have housed mobile garrisons tasked with a screen-like defence of eastern *Britannia*, and perhaps most particularly the population of the strategically important *Lindum colonia*, from the invading Germanic hoards. The stone-walled forts at Brough on the north bank of the Humber and Brancaster on the Wash would have covered any attempt to infiltrate eastern *Britannia* via the major river arteries leading into the Humber and the Wash.[7]

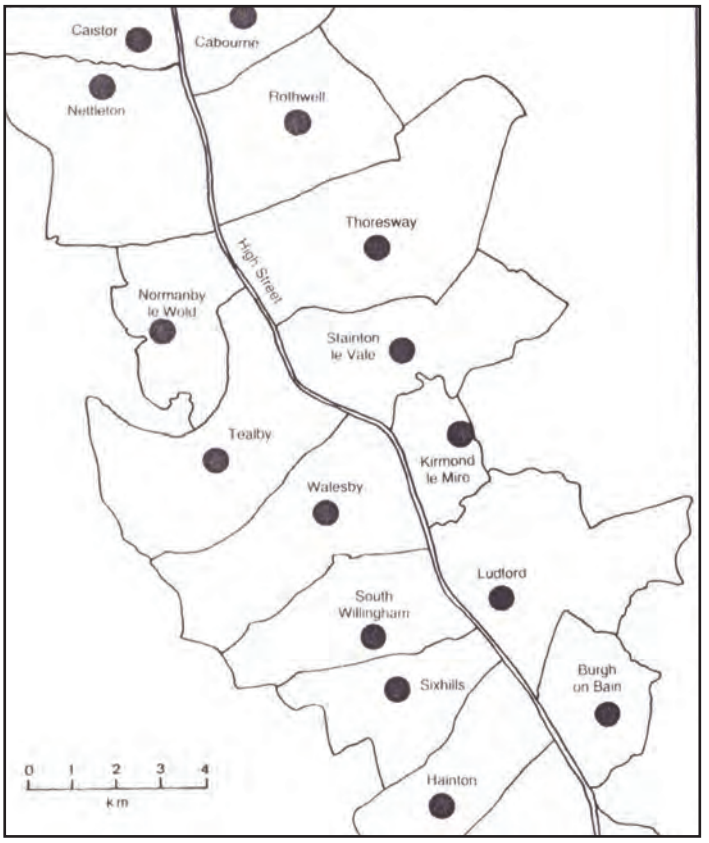

Fig. 3 The High Street acts as a series of parish boundaries from Caistor in the north to Burgh on Bain in the south.

A closer investigation of the postulated Roman High Street between Poor Farm and Croxton/ Melton Ross is necessary. Along the whole 12 miles of its length that road acts as a boundary separating the parishes to its west and east (see Fig. 2). Interestingly and significantly the High Street between Caistor/Cabourne and Hainton/ Burgh on Bain serves an identical purpose (see

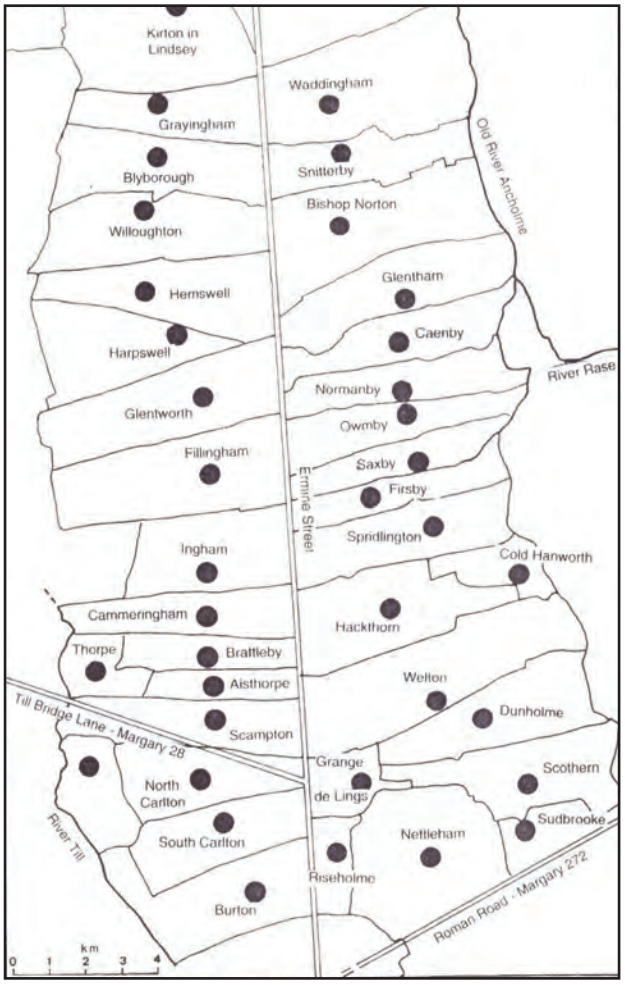

Fig 4 Ermine Street acts as a series of parish boundaries along its whole length from the northern outskirts of Lincoln to Kirton in Lindsey

Fig. 3) as does the 16 mile stretch of Ermine Street north of Lincoln (see Owen 1971, Fig. 4) and the 25 mile stretch of the same road between Welbourne and Grantham further south (Sawyer 1998, 20).[8]

The Poor Farm/Melton Ross stretch of the High Street clearly remained in use in the post-Roman period and thus this prominent feature in the landscape formed a convenient line along which to delimit an Anglo-Saxon estate and later, after discrete Christian parishes were crated, the boundaries of numerous of these parishes. This fact was recognised by Paul Everson following his study of the one authentic pre-Conquest charter that has survived for the whole of Lincolnshire (Everson 1984, 123 – 127). This charter is a 10th century survey of an estate first mentioned in the 7th century when King Wulfhere of Mercia granted it to his bishop Chad for the foundation of a monastery (Bede IV, 3). The later charter described in detail the boundary of the this *æt Bearuwe* estate which Everson was able to show included within its boundary the present parishes of both Barton-on-Humber and Barrow-on-Humber. The four mile long western boundary of that estate could, somewhat unusually, be described in two words - *mēre dic,* 'the boundary bank' (see Fig. 5 and Cameron 1991, 30).

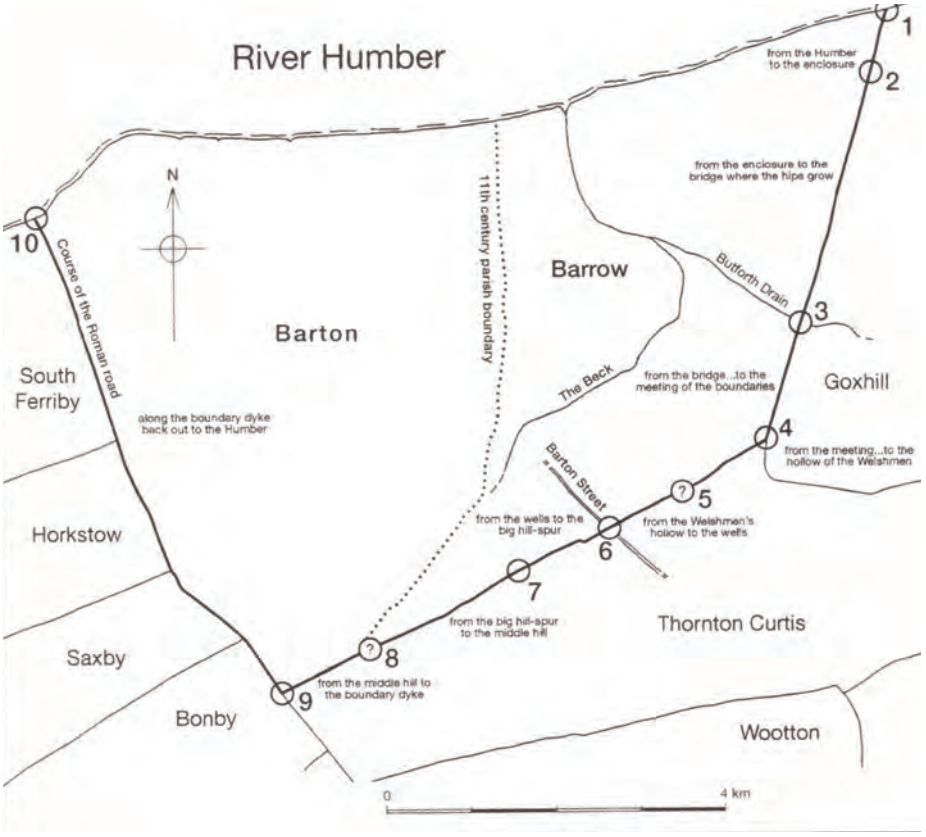

Fig. 5 The bounds of the aet Bearuwe estate as described in the charter of 971 AD. The Barton – Barrow parish boundary is shown but would not have existed in 971 AD. Similarly, it is doubtful if any of the other parish boundaries shown would have been fixed at that date.
Notice the comparatively short stretches between the points 1 to 9 when compared with the length of the stretch 9 to 10
(after Bryant 1994 and Simon Hayfield)

Fig. 6 The Ordnance Survey map of the Barton district In 1824.
The course of the former Roman road is still shown in the stretch between the two arrows

It is noticeable that along most of the eastern and southern parts of this estate boundary it was necessary to define the boundary in short stretches whilst the four miles of the western boundary required only two words. It can therefore be concluded that along the whole of those four miles the boundary was patently obvious. It still acts as the boundary between the parishes of Barton-on-Humber and South Ferriby. As here Everson saw the *mēre dic* as 'perhaps ... a Roman road, continuing the course of the so-called Caistor High Street northwards to the Humber'.

It is not known when the northern stretch of the High Street went out of use. It does seem likely that long into the post-Roman period Yarborough Camp was a meeting place, the folk-moot, for the inhabitants of Yarborough Wapentake and as late as 1536 was still used as the mustering point during the Lincolnshire Riding. In the days before the widespread use of maps the Camp's location, at a cross roads where the north-south High Street crossed the east-west road through the Barnetby-Kirmington gap, would have made it fairly easy to find. Once the Camp lost its role as a meeting place the Melton Ross/Poor Farm road would have become redundant and use of the Melton Ross/Burnham road which led straight into the centre of Barton would have been more convenient. Certainly by the early 19th century the Roman High Street had become inoperative and on the 1824 Ordnance Survey map (see Fig. 6) it seems to have been shown as little more than a track or bridle way which, at its northern end, terminated at Horkstow Road in Barton parish. Interestingly many of the roads and trackways which run up the Wolds scarp from the villages on the Low Road, terminated at the former High Street and did not run across it to join the Barton – Brigg Turnpike Road which had been built in the mid-18th century.

In conclusion it might be said that if Margery's seminal work Roman Roads in Britain is ever republished it should describe his road No. 270 as terminating on the bank of the Humber Estuary at the very northern end of the Barton-on-Humber / South Ferriby parish boundary and not at South Ferriby itself.

I am grateful to Alison Williams for help and advice given when I was writing this piece and to Kevin Leahy for reading the text, agreeing with my analysis and suggesting further improvements. Carol Thornton was a great help on the computer when I finally got the piece ready for publication.

Footnotes.

1. The original version of this piece was published in *Lincolnshire Past and Present 63,* Spring 2006 but was not noticed by later writers including Leahy 2007 (see his p. 24) and Green 2012 (see his Fig. 4). The article is revised and republished here, with permission, in order to offer its conclusions to a wider audience.
2. In this discussion there is no mention of the Barton Street which road skirts the eastern flank of the Wolds on its way from Louth to Barton.
3. The well-known Roman site at Winteringham would have served a similar purpose for the area west of the River Ancholme. Winteringham lies at the northern end of the Roman Ermine Street which ran south along the Limestone ridge to the *colonia* at Lincoln. To its west there was a prehistoric trackway that passed through the Late Iron Age settlement site at Dragonby (May 1976, Fig. 90).
4. Over many years considerable amounts of Romano-British pottery, coins and other finds, along with early Anglo-Saxon material, has been recovered from the plough soil in the fields to the west of Poor Farm. Field walking and trial excavations in 1970 revealed the stone footings of at least one substantial building of Romano-British date (see *Lincolnshire History and Archaeology*, Vol. 7, 1972, 7) and more recent field walking, metal detecting and geophysical surveys led by the South Humber Bank Wildlife and People Project (SHWAP) has shown that the site was occupied with enclosures and buildings from the 1st century (and probably earlier) to the 4th century AD (see *SHWAP Newsletter Winter* 2010, *Poor Farm – A Non-Destructive Survey Interim Report* 2010, Archaeological Services WYAS Geophysical Survey April 2010 and Rowlandson, I. M. *An Appraisal of the Pottery from the SHWAP fieldwalking project and Geoff Bryant's excavations at Poor Farm, Barton, North Lincolnshire* (December 2010).
5. Somewhat strangely Whitwell (Whitwell 1993, 14 - 15) wrote that 'Some of [Lincolnshire's] ... small towns such as those on the Wolds at South Ferriby, Kirmington, Caistor, Ludford and Horncastle have no known Roman roads associated with them' and on the map alongside this statement he shows the High Street as a 'Minor / track'.
6. The road could not have gone much to the south of Horncastle before it met the coastline some miles inland of its present position (see Bennett and Bennett, maps 7 and 10). However, Field and Hurst did suggest that in Roman times seagoing vessels could have sailed north-westwards along what became the River Witham before turning north-east up the Bain to Horncastle (Field and Hurst 1983, 85).
7. The role, if any, which the High Street played in a strategy somewhat similar to that based on the Saxon Shore forts of south-east *Britannia* is still open to question. One could postulate a 'Save Lincoln Shield' based on a line of forts and fortlets running from the Humber at Poor Farm (has some sort of fort been lost in the Humber?) southward via Yarborough Camp fortlet (only 0.62 hectares), the two forts at Caistor and Horncastle (3.5 and 2 hectares respectively) and on to some point not too far distant on the north bank of the Wash – the latter further north than it is today (see Fig. 7). The wide gap between Caistor and Horncastle might have been plugged by a fortlet at Ludford where, alongside the High Street - some 16 hectares of Romano-British settlement is recorded (Leahy 2007, 22, Green 2012, Fig. 4); two nearby lost sites, East and West Wykeham, retain the place-name Old English *wichām* derived from the Latin vicus + OE *ham* - in Roman times 'the smallest unit of self-government in the provinces' (Leahy 2007, 103 – 104 and Green 2012, 146. There is also a *wichām* place-name in Nettleton parish near Caistor); and a little to the south is the parish of Burgh on Bain – 'a fortified place, fort' (Ekwall 1977, 74).

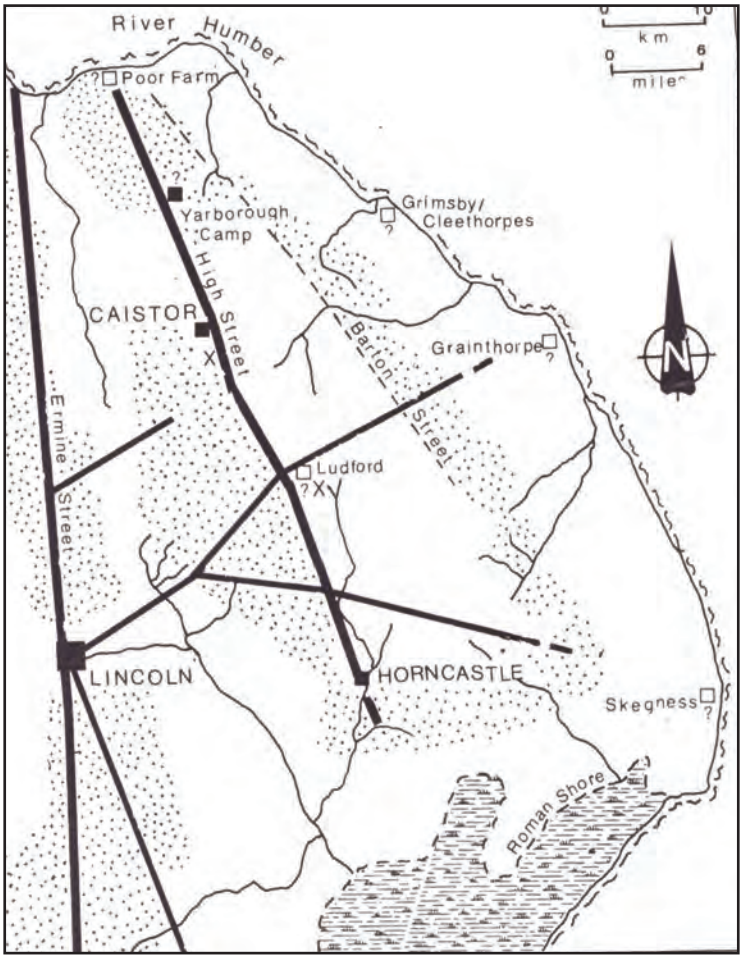

Fig. 7 A suggested reconstruction of the defences of Roman Lincoln in the 4th century with roads leading to fortlets on the coast behind which lay a stronger curtain of forts and fortlets along the High Street.
X marks the location of sites with a wichām place-name

Both Leahy and Simmons also pointed to 'the large gap along the coast of Lincolnshire' between the 4th century Signal Stations on the Yorkshire coast and the Saxon Shore fort at Brancaster on the north Norfolk coast (Leahy 2007, 26 and Simmons 1993, 20). This coastal gap might have been filled by a number of fortified sites located on the coast (see Fig. 7) such as those that have been variously suggested were located at Grimsby and Yarburg near Louth (both Green 2012, 31 – 32), Cleethorpes (Oliver 2006, 18), Grainthorpe (Leahy 2007, 26 and Fig. 4) and Skegness/Ingoldmells (Green 2012, 50, Johnson 1979, Fig.10, Whitwell 1992, 52 and Leahy, 2007, 26 and Fig. 4). Green's suggestion that there had been a walled town at Skegness owes much to John Leland whose 16th century *Itinerary* mentioned the town's walls, church and castle which had been '*clene consumed and eten up with the se*' whilst at Ingoldmells he referred to a '*Chesterland*' or '*Casterland*' (Leland 1770, 152).

Simmons further suggested that other fortified coastal sites round the northern side of the Wash and now some distance inland, might gave been located at Burgh le Marsh, South Kyme, Billingborough and Bourne (Simmons 1993, 20 - 21). These coastal fortlets would need a road to connect them back to the High Street and the stretch from Ludford to Grainthorpe is particularly interesting. Eighteen miles of largely roads and footpaths now join the sites but of these eighteen miles fourteen act as parish boundaries. As seen above, time and again the coincidence of roads and parish boundaries indicate an early date and Bennett and Bennett (1993, 15), Whitwell (1992, Fig. 4), Leahy (2007, Fig. 4) and Green (2012, Fig. 4) a Romano-British road running from Ludford towards Grainthorpe.

So, was late-Romano-British *Lindum colonia*, capital of the province of *Britannia Secunda* and seat of a Christian bishop, protected by an outer ring of coastal signal stations/fortlets now lost or 'gone to sea' (see Owen 1993, 39 – 41). It is noticeable that the surviving string of six Yorkshire signal stations are all on sites with quite solid geology and none have been found south of Filey on that part of the East Yorkshire coast long liable to suffer massive erosion. If there was on outer ring of signal stations they would presumably have warned the stronger defensive line based on the High Street to expect imminent attack. The long-term success of such a strategy might explain the lack of early Anglo-Saxon

cremation cemeteries in immediate proximity of Lincoln – the barbarians were unable to penetrate and settle west of the 'Lincoln shield'. (Leahy 2007, 50 and Fig. 8 and Green 2012, 62).

8. The Barton to Louth road – known along much of its length as Barton Street – also acts as a parish boundary from Welbeck Hill (TA220040) to Ludborough (TA285947). The date of this road is unclear but it must have been in existence when the great estate base on Waltham fragmented into discrete Christian parishes (see Bryant 1985, Fig. 2.6.)

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BARTON upon HUMBER

by Maureen Welch

[Published in Lincolnshire Life, August 1963]

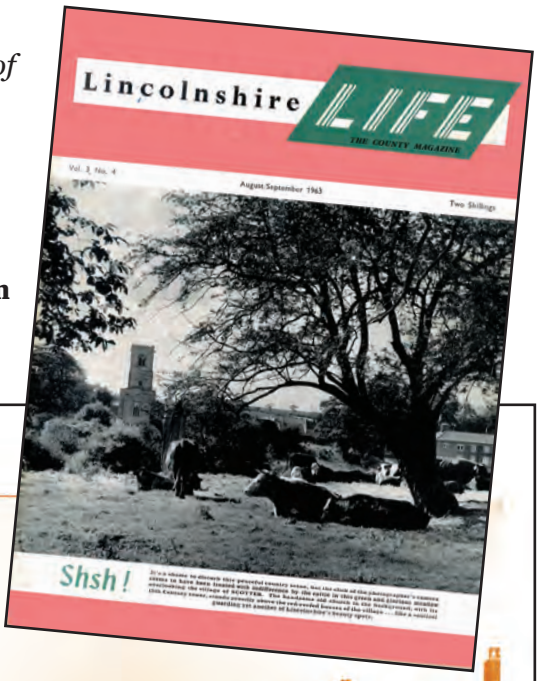
Maureen Welch, who passed away in early 2020, was a long serving member of the Civic Society, including having a spell as secretary. An obituary of Maureen, written by Geoff Bryant, appeared in last year's Newsletter.

Some months before Maureen's death, however, I was looking through some old issues of Lincolnshire Life magazine, and in the edition for August/September 1963, I came across this article on Barton which Maureen had written, and which is now reproduced here in full, by kind permission of Lincolnshire Life.

The article provides an interesting summary of the older history of the town, but also gives us a snapshot of life in the town 58 years ago, including speculation on the possible construction of the Humber Bridge, which was not be opened for a further 18 years.

I hope you find it as interesting as I have done.

Andrew Robinson



It grew up around a small creek—and many say it has been something of a backwater ever since. But THAT BRIDGE could make all the difference to Lincolnshire's most northerly town

BARTON-upon-HUMBER

* The Market Place at Barton—photographs in this feature are by Richard Smith.

by Maureen Welch

BARTON is remote yet not removed; it is an anachronism though, unlike *Brigadoon*, hardly out of this world. It may well be, that should you live more than ten miles distant, you have never heard of it!

Barton upon Humber to give its full name; for it is the Humber that really puts it on the map. Perhaps the Humber cannot really make up its mind about Barton either. After all it has tried to wash the town away on several occasions. During the 1920's flood water reached as far as Newport Street, and more recently (1954) flooding occurred along Waterside Road almost as far as the Station. As well as aptly locating it, as distinct from all the other places of the same name, the Humber also provides the northern limit for Barton beyond which no-one can venture without timely assistance from the Ferry at New Holland, or other suitable craft.

Barton's geographical position is latitude 53.4° north and longitude 0.40° west, being almost due north of Greenwich. More locally its position is 31 miles north of Lincoln, and 5 miles south west of Hull, lying on the southern shore of the Humber Estuary, approximately 30 miles from the North Sea. Geologically it lies to the north of the chalk escarpment called the Lincolnshire Wolds.

On the eastern dipslope of the Wolds the chalk disappears beneath deposits of glacial boulder clay and more recent accumulations of silt. Barton occupies a relatively sheltered position where these layers meet at the surface providing three distinct types of land agriculturally within the parish.

As a result of its situation on the porous chalk it is dry and slopes gently down to the clay marshland, bordering the Humber. A centrally placed spring flowing from the chalk and clay outcrop runs into the Beck and provided the original water supply. These factors contributed to Barton's early development as a thriving farming community of a relatively self-sufficient nature. The towns early name "Beretun" reminds us also of its early economy, "bere" being the Saxon meaning barley' and "tun" meaning an enclosure.

The fact that Barton grew up around a small tidal creek called the Haven, has also contributed to its history and background. The Humber provided an artery for the invasion of the warlike Danes and their long, black, Viking boats no doubt found refuge from the vagaries of the Humber in the Barton Haven. We can only assume that the shores of the Humber in the vicinity of Barton have been the scene of many a furious struggle. We can also safely assume that the people of Barton retired at this juncture to the sturdily built tower of St. Peter's Church. It is of Saxon origin, situated a safe distance from the river and its design, compared with other contemporary buildings, points to the fact that it was not intended for ornament alone. The tower is strong and large beside the old church; it has narrow, deep set windows, low doorways and thick walls, all of which convey the idea of defence.

A more peaceful era began after 1017 when Canute came to the Throne. Barton was mentioned in the Domesday survey of 1086 as having a ferry, a market, a church, a priest and two mills. The trade of the town prospered until Edward I granted the rights of a free

borough to Hull. After this Barton's importance as a port on the Humber declined in favour of the new city Kingston upon Hull. When Edward III raised a force for the invasion of France Barton contributed at least 3 ships and 20 men (one account states 5 ships and 91 men.)

In the returns of 1820 Barton is stated as having 543 houses and 2,496 inhabitants. By 1826 trade in corn, flour, bricks and tiles was flourishing and manufactures included starch, Paris Whiting, sacks and ropes. Also by 1826 a market was held each Monday and a Fair annually on Trinity Thursday. A sailing vessel crossed the river each day carrying horses, cattle, carriages and presumably people. Two London Coaches arrived daily for the Hull Steam Packet. The population at this time had increased to 3,000 and during the past 140 years has more than doubled ; to-day's population being 6,584.

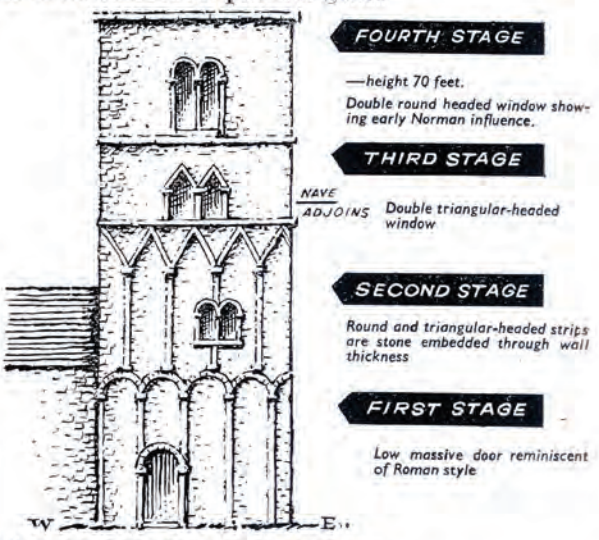
Although an Urban District, Barton being so closely related to agriculture remains rural in character. Its industries though varied have developed through past links with agriculture and the sea, except for Elswick Hopper Cycles Manufacturing Company which was established 70 years ago, and until recently exported cycles to all parts of the world.

A plentiful supply of locally grown barley gave rise to the Maltings which are still in operation. A chemical works, which was established in 1872 and later became the Farmer's Company, originally supplied superphosphates and bonemeal to farmers. It is ideally situated on the Humber bank close by the Haven and regularly receives raw materials at its own jetty on the Humber. Adjacent to it on the west of the Haven is the Shipyard. Its traditions stretch back over a thousand years and indeed Barton ships have gone to all the major wars in Britain's seafaring history. Some of the Saxon words still used in shipbuilding are *stee* meaning a ladder *band* meaning string and *skeg* meaning keel end. Record has it that three ships were sent to the Armada, but more recently ammunition ships and mine sweepers were built during the First World War. The last war saw the production of high speed vessels, mine sweepers and motor fishing vessels. Today the shipyard is more concerned with repairs and the building of pleasure craft. Barton's importance in shipbuilding has passed together with the age of wooden ships and the gradual decline of the graceful Humber Keel which were ungraciously called sloops.

Little further than a stone's throw from the shipyard is the Ropery which has been established there since the early 1700's. Prior to that it existed as a home industry and now ropes of all types are produced including those of the newest synthetic fibres. The long ropewalk stretches for a mile beside the Haven. Rope made at Barton went with the Everest Expedition and also to fit the ships in the film "Moby Dick." Several one man ropewalks were still in existence in Barton during the early part of this century.

There are also various industries, with roots well buried in the past, which are specifically related to the geology of the area. Most of the roads leading out of Barton have at least one abandoned quarry where chalk has been dug for the construction of ancient roads.

The Saxon Tower of St. Peter's at Barton



At the western end this Saxon narthex joins the tower

Chalk was used in building the parish churches ; and spread on the farming land gradually became beneficial through decomposition by weathering. A Whiting Mill existed close by the Station until a short time ago. Quarrying and limespreading is now operated from Jubb's Pit nearer the town centre.

Long disused clay pits, now water filled and well stocked with fish, are a sufficient evidence of a well established brick and tile industry. Even before the Enclosures of the 1790's some land close by the Humber was set aside for brick closes. The present workable layer is formed from the weathering of boulder clay and is used largely for the manufacture of tiles and cement.

Barton has remained something of a backwater as regards transport and communications. It is not difficult to appreciate the fact that Lindsey was at one time an island. The Humber Estuary and North Sea constituted a large part of the boundary and on the west the Isle of Axholme was ill-drained and marshy, as was the fen land to the south. As a result the far north of Lincolnshire has not played a prominent part in History, and the development of roads has been slow and without real aim or foresight. Being the county's most northerly town, Barton has suffered particularly. The main east to west route connects Grimsby, Brigg and Scunthorpe by-passing several miles to the south of Barton. The A.1 is the nearest important north-south route and passes through Doncaster to the west of the Trent. The ferry is the nearest link with Yorkshire and the local rail connection with the Pier at New Holland, as well as that with Grimsby, comes under the list of currently doomed railway lines.

So, with the changes of progress, we find the nearest general market at Brigg, although Barton still has a thriving cattle market. The ancient ferry no longer runs between Barton and Hull though the old toll board is to be seen, having found a quiet resting place at the back of St. Mary's Church. The echoes of the stage coach, which ran from London to York have long since died away.

BARTON-ON-HUMBER

Memories are all that remain of old Inns long since demolished. They were certainly more numerous in the Coaching days when Barton was a ferry terminus of the Royal Mail and Express Post Coaches to London.

Among inns and taverns listed in 1826 were the Black Bull which stood in the middle of the Market Place and the Six Bells, in the Butchery close by. Others which are not evident today, whose names have a more obvious link with the past, are the Bay Horse of Whitecross St. ; The Waterside House Inn which was a posting house ; and the Wagon and Horses which stood on the site of the present Yorkshire Penny Bank.

Barton's most obviously notable features are the two noble churches which stand almost within organ-hearing of each other across the Beck. The Beck was formerly known as "St. Chad's Pond" and may have been used by the Saint for baptising of the Anglo-Saxons. Around the year 669 St. Chad founded a small wooden church, where later a stone building was erected. Part of this original church of St. Peter's still stands. It provides the west wall of the present church which is largely 14th and 15th century in origin. The previously mentioned fortress tower dates from the 10th century and is quoted as being the finest example of Saxon architecture in Lincolnshire.

St. Mary's has the larger tower and is a fine, spacious church. The tower is built of hewn limestone blocks in the Early English style, and the nave is bounded by late Norman arches and columns. The oldest parts of St. Mary's were built between 1150 and 1180. It was presumably needed to house a congregation grown too large for old St. Peter's before it was enlarged. In this case it was built as a chapel of ease to St. Peter's. A great deal of St. Mary's is 13th century work the parapet and pinnacles were added in the 15th century.

Each church is surrounded by its own small churchyard where ancient gravestones, many hardly discernable, tell the story of Barton's former inhabitants. A well known example in St. Peter's Church Yard reads :—

"Doomed to receive half that my soul held dear,
The other half in grief she left me here,
Ask not her name, for she was true and just,
Once a fine woman, now a heap of dust."

Continuing through the churchyard a brick archway brings one almost immediately into Green Lane ; and the peace of an earlier age. On the left nestles the recently restored Tyrwhitt Hall, which dates back to the 14th century. The lane affords a short cut to Barrow Road which is bordered by neat and charming cottage gardens. From here can be seen the best view of Barton's "folly." It is a sizeable but awkward looking house whose front and side elevations are so different that it can scarcely have been designed so. Tradition has it that funds were depleted during the construction so the roof was added at a steep angle leaving the top storey merely as a facade.

A great many changes have taken place in recent years as a result of the Council's policy of slum clearance. Many old cottages have been removed for the improvement and widening of roads. A large proportion of the town's population have been re-housed on the New Estate. This occupies elevated land on the west side of the town between Brigg and Ferriby Roads.

*** The Haven at Barton (photo taken in 1949.) Note the old Humber-sailing sloop—they are now extinct. Hessle is in the background, on the Yorkshire side.**

Recent new building has reflected the contemporary architectural styles. One of the most up-to-date examples is the large, new Secondary Modern School which stands in a commanding position on the Barrow Road. "Beretun," as the school is known, houses over 700 pupils and once again Barton's ancient name echoes around. The Central Surgery and Co-operative Store both combine hewn stone and brickwork with a degree of elegance. Apart from these new buildings and recently erected family houses, whose styles are curbed by economy in these affluent times, there is a strong atmosphere of Georgian Architecture around the town. The larger examples of this gracious era are Bardney Hall, a private residence, formerly a school, and Baysgarth House which together with Baysgarth Park was donated to the town by *Mr. Wright-Taylor.* There are many smaller town houses which are obviously Georgian in origin including two fine houses in Burgate adjacent to the Post Office, and several in Priestgate.

As was pointed out previously Barton is limited by the Humber. Recently, renewed interest has been shown in the construction of a bridge or tunnel to cross the Estuary. As early as 1872 it was proposed that a Railway Tunnel be built between Barton and Hessle, the narrowest point being a distance of $1\frac{1}{2}$ miles. As a parliamentary bill, this was rejected only by the Chairman's casting vote. Before 1914 several more schemes were considered. In recent years further proposals for a bridge have been discussed on both sides of the river, but so far without result.

Should such a bridge be built it would have a cataclysmic effect upon Barton's economy if only relevant to the fact that it would be the largest single span bridge in the world. There is always hope !

However, for the most northerly of Lincolnshire's towns the broad stretch of the estuary might well be the end of the world ; for it is, as yet, certainly the end of the road.

Youth Employment in Barton on Humber in the 1930s

Charles H. Watkinson (1920 – 2007)

This article was discovered by Brian Peeps's daughter, Lynn, in Brian's papers and I thank her for the opportunity to share it in this Newsletter. The concern over lack of job opportunities for school leavers is something we face today, especially given the demise of so many manufacturing concerns in the UK. The Depression of the 1920s and 1930s was a time of great poverty for many people and Charles's article gives an interesting perspective on those times. From his recall of 12s per day for a tilemaker, we can estimate a weekly wage of £3 6s for a 5½ day week. This is equivalent to about £225 in today's value and £112.50 for the 'lad'. A vivid picture of the Depression is also painted in J B Priestley's book 'English Journey'. ***Nigel Land***

There are many in Barton who have clear memories of 'The Good Old Days' of the 1920s and 1930s. The Good Old Days they never were..... there was much unemployment, men stood around at the railway station railings waiting to make their twice daily signing-on requirement at the Labour Exchange, at that time a hut in the railway station yard manned by the manager, Mr Vanderstock, his deputy – Tommy Hill and a clerk. No overmanning in that department.

The main employers in the town were Hoppers, cycle manufacturers, Halls Ropery, Farmers Company, making chemical fertilisers, the Maltings, quarries, sundry other smaller enterprises, shop work, domestic work and last but certainly not least, the many brick and tile making yards, which gave employment to many, albeit the wages were not remarkable. If Hoppers, the main employers of men and women, were lacking orders then they 'stood the workforce off', that is they sent them home to go on the dole. Fortunately shop keepers were understanding and waited, had to wait, I suppose, for payment of groceries etc. Too long on the dole meant facing the dreaded Means Test.

School leavers hoped to find employment somewhere, anywhere. Those who went to Roses of Gainsborough as apprentices were deemed lucky as were the few who were apprenticed to local builders, plumbers etc. But in the majority of cases, it was Hoppers or the Ropery for young people. My wife was one who, in 1932, left school at the age of 14 on a Friday evening and was in the Ropery at 7.30 Monday morning. The wages, 10s 6d (52½p), were a substantial addition to the family income and with six brothers and sisters were necessary. The days were long, 7.30am to 5.30pm with a one hour break at midday. Saturday morning work was the norm in all occupations and there was no suggestion of any paid holiday.

Some boys went into the brickyards as a 'turner out', that is they were employed by a tile maker, turning the handle on a tile machine. Via a system of cogs, the handle drove a rack with a wooden plunger at the end. This forced tile clay through a die which gave it shape and then on to a receiver where the tile maker made his pantiles or other tiles. Some lads were so small they had to stand on a fish box to give them the height to turn the handle! (A fish box was a substantial, strongly made box used by the Grimsby merchants to send fish around the country.)

It was hard work and, in keeping with the times, poorly paid. I imagine the North Lincolnshire 'new potato' theory applied here as it did in many other spheres of activity – if one is big enough, one is old enough and vice versa! When winter came and tile making finished for the year, they were laid off. Not all the turners out were lads, some were men who for a variety of reasons did not take on the heavier work and responsibilities of other forms of brickyard work. These tile making machines are still in use in two Barton yards, albeit with a small electric motor fitted to replace the lad.

In early 1937 I went to Sanderson's Brickyard at Barrow Haven to 'turn out' for my brother, Ernest Coulam. He had started as turner out to my grandfather in 1928, age 14. I had been

This scan from John Frank's book Humber Keels is of the Humber sloop 'John & Annie' at South Ferriby. Left to right we see: T H Burkill, Walter Burkill Sr., owner, Walter Burkill Jr. in the hold and A Waddingham with the coal barrow.

employed in Hopper's Brigg Road offices on the magnificent wage of 10s a week at the age of 16. I was a big lad but I soon found out that the work was hard and what it was like for a 14 year old, I don't care to dwell on.

I hadn't been there very long before, as I cycled to work long the Humber Bank at about 6.20am, I saw the top of a ship's mast in the creek at the yard. This was a sloop laden with coal for the kilns and the foreman told off a gang to unload (liver) it. Ernest was one of the tile makers sent and I was put on the sloop as one of the two who would heave loaded baskets out of the hold by turning a roller on a simple winch set on the foredeck. This roller had a wire round it which led over a wheel (a 'gin') at the head of a derrick pole and down into the hold. This activity was called 'whipping', a term probably nautical in origin as a 'whip' is a simple form of hoisting apparatus. There are good pictures of this rig shown in *Riverside Nostalgia* of Spring 1999, p55. The sloop shown is a Market Boat similar to 'Ever Ready' or 'Rosalie Stamp'. These sloops had a main hold and a smaller forward hold and the roller, by which the wire running over the gin wheel is hove in or let out, is set to the forward headledge of the after hold. There is also a good picture of a man and a lad in John Frank's book *Humber Keels* – shown here, they are at the forward roller and the handlings that are used to turn the roller are clear to see.

The derrick pole was held at the base of the mast by putting it into a 'strop', a strong rope loop which fitted round the base of the mast. It remained in place because a pin went through the pole butting up against the strop. The topping lift, or perhaps the peak halyard was used to set the height and angle of the jib and guy ropes adjusted the placement over the hold.

Work went on all day. If the tides were right the gang would begin at 6.30am by rigging the road i.e. planks and a baulk (a longer, wider plank) which would rest on a support, a small box horse maybe, on the deck of the vessel. Three planks would be placed across the hold at this point, the men with the coal barrows would place their barrows on these and then wheel off on to the baulk and ashore. In the two yards, Sandersons and Hoe Hill, in which I did some whipping, the crew would have rigged the derrick pole, gin wheel and wire before the business of the day could start. Before the advent of small powered winches the two man crew of the vessel would have to go into the hold to fill the baskets. The brickyard would provide two whippers and four wheelers. At the yards which had a long jetty and no creek more wheelers were required, six at Good's yard!

Quite often the coal would almost fill the hold level full and it was usual for one of the wheelers to join the two men in the hold to get the job

really started by getting down to the floor of the hold, the 'shutts'. The men filling the baskets worked continuously and it was the whippers' job to heave the full coal baskets above the level of the barrow on the planks laid across the hold. The man with the coal barrow would pull the full basket to him and the whippers would allow the basket to settle on to the barrow. He would put the empty basket he had brought aboard on the wire, we let it drop into the hold where it was filled. Once there was a sloping coal face to go at and a floor to shovel on then the work speeded up and the wheelers would be kept really busy. At midday work stopped for the dinner break then it resumed until the end of the afternoon. With luck and a lot of hard work the 100 tons or so of coal would have been livered. The men would have earned 10 to 12 shillings (50 to 60p), the lad whipping was always classed as a ¾ – he got ¾ of the men's earnings. The ¼ he didn't get was shared between the men.

On a personal note, I did not like whipping and as soon as I could I always offered to wheel in place of anyone who preferred to stand on the foredeck and whip. My brother told me he did the same.

I would like to mention one sloop captain, a certain Wag Horsfall, who would peel the wire off the roller, wrap a sacking bag around the roller and then put the wire back. Mathematicians will realise that he had upped the circumference of the roller and increased the work rate! Not everyone appreciated this ploy.

There was another activity that used the 'lads' on ¾ rates and that was loading bricks into a sloop. The planks would be rigged to give an approach to the deck and a plank was laid along the deck. A similar arrangement can be seen in Nicholas Day's book, *The River and John Frank* pp57-58. The wheeler has taken his 'loose hand' barrow loaded with 50 bricks on to the deck and readers will appreciate the manoeuvre he would execute to put his load in position. The bricks came from the brick heaps in the stowing grounds and then wheeled aboard. The wheeler had to make a smart almost 90 degree turn at the head of the plank road to position his barrow and load alongside the coamings (the side of the hold). It was not unknown for a barrow to hit a batten lug (a projection used to secure the tarpaulin covers of the hold) sending the bricks into the creek or dangerously into the hold. My brother had his head split open in this way when stowing a brick ship in Sanderson's creek. No ambulances, walk to Barrow Haven station, train to Barton, to be met by Dr Kirk who stitched it up in the Marsh Lane surgery.

Once aboard and suitably positioned the wheeler would take bricks from the barrow. These had been loaded in 2 rows of 24 plus 1 on top, each row made up of 6 stacks of 4 bricks, flat on top of each other. He would take 2 single bricks, hand them to the crewman standing on a bacon box or other staging in the hold, ready to literally throw the bricks to the brickyard man stowing; he would then take each stack of 4 bricks between his hands, handing them to the crewman who would take them and throw them to the stower. No rest for the wicked in these places. Sometimes two gangs would work the ship at the same time. Bacon boxes were large, strongly made crates in which bacon was imported and like fish boxes they made excellent supports for most types of rigging in the yards.

In 1937 the rate for a tilemaker was 9s (45p) per 1000 pantiles. He took 6s and the lad took 3s. 2000 tiles a day was usual. If the tilemaker and turner out were taken to other work their day rates were 10½d for the tilemaker with various rates for the lad. At Hoe Hill I got 9d/hr, after some spirited arguing on my behalf by my brother! By 1938 I was making pantiles, then at the end of 1939 the yards closed temporarily and the brickyarders found other work, at the Farmers Company or in Scunthorpe. I was 19 and took a post at the newly opened meat supply slaughterhouses in Barton. In 1940, in common with most of my age group, I went into the Forces, in my case the RAF.

A video has been produced of the tile making process and I think it would be interesting and informative to see one of the Humber Sloop and Keel Society's vessels set up to display the livering and loading methods.

Standing Against Napoleon: The Defence of Barton 1803 - 1814

Martyn Clarke

Martyn Clarke is a graduate of Hull University [Regional and Local History], a retired Special Needs teacher working in the field of profound and multiple learning difficulties and lives in Hull. His area of research expertise is 18th century Kingston upon Hull and the study of the Mexican Army in 1836, the army that fought at the Alamo in Texas.

This essay was originally written when working as an FE tutor but revisited more recently due to the fact that Martyn and his wife plan to move to Barton to live at some point in the future; the town with its rich history holds particular fascination and interest as a place for future residency. When he moves, Martyn hopes to expand on his account of the so-called Jacobite descent upon the town in 1745. This will entail working at the National Archive [State Papers George 11] and trawling through back issues of the Stamford Mercury.

Rose Jackson

As England faced the real possibility of a French invasion in the summer of 1803 a call for volunteers to defend the country went out. This appeal was met in Barton by the calling of a meeting in St. Mary's church to discuss the best way of augmenting the local effort in Lincolnshire. Over 320 men put in an appearance, including the leading lights of Barton, the two Mr Graburns, the two Mr Hesledens, and Mr Marris the banker. The motion that a local unit of volunteers be formed was quickly carried. Enrolment took place there and then. Such was the clamour to sign up that the signatures of those wishing to enrol were taken in the middle aisle of the church, in the chancel, in St. James aisle and on the tombstones outside. Two companies were formed, each of a hundred men. They were termed the Grenadiers and the Battalion and wore a red uniform, faced blue. A supporting band of music was also formed and uniformed in white.

Earlier in March, 1798, voluntary contributions for the defence of the realm were sought in Barton and a sum of £177 5s 6d was raised and remitted via the proprietors of the North Lincolnshire Bank to the government in London. Seven years earlier, a traveller had described Barton as a nasty gloomy place, the town mean and dirty and the George Hotel, dismal and casemented.

Thomas Marris of the North Lincolnshire Bank was appointed captain-commandant, William Graburn second-captain, William. S. Hesleden senior-lieutenant and adjutant. Thomas Walken was made second-lieutenant, and Jas. Marris ensign. Surgeon Richard Eddie saw to the troops' medical needs.

In winter the Grenadiers trained in Mr. Graburn's granary, and were taught drill by drill sergeant Ingram. Drill sergeant Pickard instructed the Battalion Company in St. James aisle. Both companies came together for target practice in a field that by the 1850's belonged to Mr. Winship which was used by him as a brick yard. Reviews often took place in Mount-House Close where the Barton Volunteers invariably received, from Colonel Anderson and other such field officers, a favourable report. They were praised for their military bearing and the precision by which they executed their military evolutions. Parades were held outside Mr. Brown's office by the Grenadiers and Mr. Mackrill's office by the Battalion or hat company.

Colonel Anderson was not the only officer to think well of the Barton Volunteers. A Lieutenant-Colonel Master was equally impressed by their soldier-like turnout and conduct; indeed he was quite effusive in his praise. Furthermore he complimented the volunteers on the excellent state of their arms. This was high praise indeed for soldiers who were essentially civilians.

The volunteer movement in general was made up of middle-class men who were able to live at home and who were able to pursue their own

occupations. They were exempt from the militia ballot and could best be described as summer soldiers. Their training ranked much lower than that accorded the Home Guard in World War Two. The militia in contrast was much more akin to the regular army, both in terms of discipline and service, save that it performed its duties only in Britain.

In September 1804, Lord St. Vincent inspected the various batteries protecting the Humber. At the conclusion of the inspection he was rowed up and down the estuary taking advantage of the opportunity to see at first hand, the building of warships, along the Humber, for the Royal Navy. The next day he crossed over to Barton, cheered on by the naval ratings and cannons of the Tender Sheerness and the transports Royalist and Osborne. The two transports were in the process of being fitted out with 16 to 18 thirty-two pounder carronades.

The king's birthday occasioned a holiday for those living in Barton. The church bells were rung, the volunteers went through their paces and martial music filled the air. A jaunty song of local composition further marked the occasion.

'Napoleon, in flat-bottomed boats,
Swears he will come,
But if his men come over;
We'll quickly knock 'em over.

And if Old England they invade,
We'll dearly make' em rue it;
Though soldiering is not our trade,
We are the men to do it.

Sound the trumpet, beat the drum,
Fill the mighty jorum;
The Barton Volunteers have come,
To drive the French before 'em.'

It was earnestly believed in Barton upon Humber that was it not for the Barton Volunteers, the French would have come ashore at Killingholme Creek. Fears did exist of a French landing at Killingholme Creek, by way of Holland, and indeed Frenchmen did make an appearance at Killingholme. In September 1808, the Margaret Anne of Barton, a collier, hove to with the intent of off-loading coal at Killingholme. Her master was William Temple, her owner James Grimsby. Three escaped French prisoners came upon the vessel at low tide, resting on the mud. The crew of three were asleep below and only awoke when the tide rose and they found themselves bound for Calais.

James Oldridge, a mere boy, was incarcerated along with the other two crew members in France, which resulted in a subscription of £200 being raised in the locality for their relief. Oldridge made several attempts to escape and was eventually sent to Italy. Upon his return home from Italy he found that £20 had been collected for him, only for this to be lost in the collapse of Marris's bank. James Oldridge lived on in Barton until well into the 1850s.

Throughout the war sloops sailed from Barton to Spalding, cargoes being sent by sea in preference to sending them by road. From Barton waterside the road to London was very poor, so much so, that for a wager, a heavy rider required fifteen changes of horse to complete the journey in thirty-four hours. The distance to London was 170 miles.

In the event of invasion plans were drawn up to evacuate the elderly and the frail, along with the women and children of the town. A total of 122 wagons and carts, marked with a letter B for Barton, were mustered in order to convey these non-combatants into the heart of the shire. Each wagon was to carry either seven adults or fourteen children. Turnpikes were to be kept clear of civilian traffic in the event of invasion and dispatch riders drawn from Lord Yarborough's North Lincolnshire Legion were to pass on instructions.

Nelson's great victory at Trafalgar scotched any plans Napoleon had to invade Britain. With French sea-power broken, the need for volunteers diminished. Henceforth all serving volunteers had to do so at their own expense and pay an exemption fine, based on income. This varied from £5 to £15. Those of means not already in a volunteer formation, aged between eighteen and forty, were balloted for a new local militia. If drawn, they were obliged to serve locally for four years and in addition had to put in twenty eight days permanent duty each year. Such men were exempt from the permanent militia but could not buy substitutes to take

their place. The terms of service in the local militia differed from that of the volunteers in that they could be called upon to serve outside their own locality in the event of invasion, which in itself was unlikely. That being so life went on very much as before, with the occasional good meal coming the way of the Barton men. All this was in stark contrast to service in the permanent militia where five years unremitting service, anywhere in the British Isles, could financially ruin a man.

In October, 1808, the Barton Volunteers, now a part of the Local Militia, undertook twelve days duty at Grimsby, having left Barton with colours flying and drums beating. Their route took them through Limber and provided a wonderful spectacle for those who lined their way. Throughout their time at Grimsby the volunteers were not required to participate in any arduous military duty, rather a pleasant time was had by all, volunteers and townsfolk alike. The return journey was by way of Laceby where they received refreshments in the form of bread, cheese and beer courtesy of Mr. Brookes. In the afternoon they were treated to refreshments at Wootton House this time courtesy of Mr. John Uppleby, Esq.

Marching back into Barton, a peal of bells rang out, men waved their hats and shouted, women smiled and fluttered their handkerchiefs, whilst the streets and windows of Barton were lined with spectators. The wealthier citizens of Barton put on a good Dinner that evening. The total cost of the whole foray to Grimsby was just short of three hundred and sixty four pounds.

One year later the Barton Volunteers mustered again in force in order to celebrate the Jubilee and performed a number of military manoeuvres much to the delight of their supporters in the town. Smedley's theatre or institution provided the volunteers with an evening's entertainment. With defeat starring Napoleon in the face, the Barton Volunteers were disbanded in April 1813. They were mustered out in the Market Place where they handed in their muskets.

Captain William Hesleden then addressed them. It was by any reckoning a fine speech. He first addressed them as Men and Brother Soldiers and went on to extol them for enthusing Europe to rise up against Napoleon. That perhaps was gilding the lily; it has to be doubted whether the youth of Germany had ever heard of them but his discourse captured the mood and the pride he had in his men. He expressed his high satisfaction that they were disbanding whilst in the ...*fullest and most efficient state as a volunteer corps*. Without a hint of irony he pointed out they were retiring from the noise and din of war to enjoy the comforts of private life that only Englishmen knew how to fully appreciate. It was a conceit but one that chimed with the times, after all Wellington (an Irishman) was well on the way to driving the French out of Spain. The war would end with British troops standing on the soil of France.

The Reverend Mathew Barnet continued the eulogy by laying into Napoleon as a cruel, unrelenting and ambitious ruler of France steeped in blood and rapine before calling down heaven's blessing on their heads. He ended with God Save the King to which three cheers rent the air. Each company then filed off to its quarters to be met with ale; whilst their officers and the principle inhabitants of the town made their way to the George Inn.

Anticipating the coming peace celebrations following the Treaty of Paris, the loyal inhabitants of Barton jumped the gun on Monday 27th June, 1814 and celebrated in style, indeed their celebrations went on for a fortnight. It was a perfect carnival or so the Stamford Mercury reported. When news of the king's peace proclamation reached the town early in the morning, leading inhabitants and tradesmen took to their horses and formed a procession sporting blue and white cockades. A band quickly formed and went ahead of them, accompanied by drummers. They then beat about different parts of the town, reading the proclamation to all and sundry. At each location,three hearty cheers erupted from the mouths of the joyful populace. The delirious procession finally came to a stop in the Market Place and sang *God Save the King* and kept on singing it. It was the firing gun that set the population in motion as different groups immediately coalesced outside the town's inns, and no doubt inside too for the revelries continued into the dawn. It was a wonderful way to start the day.

The happy messenger who brought news of the king's proclamation, a Mr Robson, was sumptuously entertained at the George much to his delight. Mr Robson was the sheriff's representative. Nor were the towns' poor to be forgotten, for it was at the George Inn that a motion was made that they too should be invited to join in the celebrations. No sooner had the proposition been put than a subscription was entered into, sufficient to treat the labouring poor to a good dinner. This was done by way of a ticket entitling each poor family to a supply of meat and ale. 1500 local residents were able to dine well when the time came to sit down to their meal. It was a generous and marvellous gesture, all the more so for its spontaneity. The cost of the meal came in at just over £89/0/0.

The Stamford Mercury rightly recorded the universal satisfaction that accompanied this act of inclusiveness. Barton's spur-of-the moment response to the good tidings was also announced by the ringing of the bells of St. Peter's and St. Mary's churches. It must have been quite a peal, perhaps only exceeded by those of VE Day and VJ Day in 1945. It was the end of nigh on twenty years of continuous warfare. Everyone was happy.

At ten o'clock, the drums of the re-united Barton Volunteers spoke out as they formed up once more in the Market Place. Children from the town's various Sunday Schools quickly joined them as did Barton's upper crust and tradesmen. The entire assembly then moved to St. Peter's church. Sergeant Newbourne, in his Barton Volunteer uniform, led the way with his silver stick. Dutifully the corps of drums and fifes followed close behind. Behind them came the Barton Volunteers with flags held high; a Union flag and a flag described as a ... *Red English Ensign*. The standard bearers marched in the centre, fronted by captains Graburn and Hesleden.

Not to be outdone, the Vicar and the town's so-called better sort also paraded with a banner, one that was blue and white with the words *Peace – God be thanked – England saved by her energy, Europe by her example*. The children of the various church schools carried banners too, that of the Methodists was emblazoned with the words *Plenty and Prosperity*. The banner of the Providence Chapel School bore identical words, suggesting some pre-planning. Not to be outdone the established church fielded a white banner with the single word *Peace*. It was carried by a boy bringing up the rear of their column. The girls at the front carried a beautifully painted banner for which we have no further detail. Nearly two hundred children had the day of their lives. As they reached the church gates, the Barton Volunteers opened files allowing the children to pass through them and into church. And if that had not made the children of the town giddy enough, they had the excitement of leading the adults in too. Throughout the proceedings the band of the Barton Volunteers played the national anthem.

The church was packed as the Reverend Mr Salmon read from the 15th chapter of Exodus, verses six to seven. The congregation was very attentive as he intoned:

Thy right hand, O Lord, is become glorious in power, thy right hand, O Lord, hath dashed in pieces the enemy.

And in the greatness of thine excellency thou has overthrown them that rose up against thee; thou sendest forth thy wrath, which consumed them as stubble.

The congregation made their way back to the Market Place where they redressed their lines and with others burst forth singing the national anthem. Cheer followed hard upon cheer to the sum of three times three. As a reward for their good behaviour the children were led away to be given a spiced loaf. Captain Hesleden then dismissed the Barton Volunteers for the very last time, wishing them hearty enjoyment at their several houses. True to form the well-to-do sat down to an excellent dinner at the George Inn. A similar party took place at the Swan Inn. To top it all off there was no disturbance of the peace nor was there a riot.

The following evening a ball was thrown for the ladies. It was well attended, so much so that the genteel women of the town opted to continue enjoying themselves with a round of private peace parties. Unfortunately, they like everyone else in the town underestimated Napoleon. In March, 1815 he returned to France for one

final throw of the dice, before losing the game at Waterloo. And the rest is history.

A few survivors lived on until the 1850s. The government contributed £2126/3/3 out of the £2724/13/3 the corps generated in outlay, the officers of the formation making up the shortfall. Today's public house, the appropriately named Volunteers Arms, was given its name in the late 1860s in memory of the Napoleonic defenders of Barton. The building itself dates from the mid eighteenth century. It is also known locally as the Crow Trees. Barton has a number of public houses dating back to the Napoleonic wars and beyond, including The George Hotel of 1745 fame.

A deserter from a regular army formation, the 84th Regiment of Foot, sought refuge at Barton. A company of the 84th Regiment passing through the town came upon him and locked him up. During the night the captive deserter took poison and killed himself.

At North Barton, otherwise known as Hessle, two bomb ketches were built and launched at the war's end. They were known as HMS Infernal and HMS Hecla. Hecla went on to serve in the Arctic making four trips into that harsh environment. Her strong hull, originally designed to withstand the shock of a mortar being fired, made her the ideal ship for Arctic exploration.

A unit of cavalry known as The Barton Troop of North Wold Lincoln Yeomanry was embodied and brought together at Wootton Dale in the summer of 1798. It was one of two troops of horse collectively known as the North Lincolnshire Yeomanry. The other troop of horse was raised at Brigg and commanded by Sir John Nelthorpe. Both troops of horse served as a part of the Loyal Lincolnshire Yeomanry. This formation was made up of several troops of horse raised within the county. A sergeant and corporal of the Somersetshire Fencibles undertook to train the forty seven men, all ranks, who made up the troop. The officers and other ranks had to provide their own mounts.

Mr. John Uppleby, Esq., who later provided refreshments for the Barton Volunteers at Wootton House signed on as a cornet. The troop had two sergeants, one drill sergeant, and a trumpeter, John Hattersley. At least two of the officers became senior officers in the Barton Volunteers a few years later. Thomas Marris, lieutenant in the Barton troop became captain-commandant of the volunteers, whilst William S Hesleden, quarter master and sergeant major became the senior-lieutenant and adjutant of the Barton Volunteers. George Uppleby, Esq.; was captain but command eventually devolved upon Sir Henry Nelthorpe.

The trooper's dark blue double-breasted red-faced uniform was provided for them and had gold buttons with the words Loyal Lincolnshire Yeomanry around the edge. The rest of the uniform comprised a scarlet cape and a scarlet edged white waistcoat. The troop came together in October, 1799, at Limber for a week's exercise at Cleethorpes. Thereafter they met regularly for drill and training over the years at differing places.

The government allowed the troop £92 a year for this purpose; any excess was discharged through a subscription. Financial matters were kept well in hand until the collapse of the North Lincolnshire bank when a loss of £101 5s 5d was sustained.

Neither the Barton Troop of Yeomanry nor the Barton Volunteers ever saw action but at least one troop of the Loyal Lincolnshire Yeomanry did see action, of a sort, by helping to quell a riot in Boston in 1799. Theirs was a quiet war, a not particularly unpleasant war, given the times. No doubt they were all very grateful for that fact.

And as for Napoleon, well in a sense he had the last laugh, although he would never know of it. In late December, 1830, a rowing match took place between the owners of the *Rob Roy* of Kingston upon Hull and the *Napoleon* of Barton upon Humber. Wagers were placed for the mile and an half race from Barton to New Holland and back. The Barton amateurs came in nearly 300 yards ahead of their Hullensian rivals. Napoleon had finally won.

Aspects of the History of St Augustine's Parish, Barton upon Humber

Ursula Vickerton

After the reformation, the first priest in January 1842, was Father James Taylor who lived at 7 Priestgate. From 1848, Benedictine priests and monks from Ampleforth Abbey, North Yorkshire served this extensive rural parish centred on Barton in northern Lincolnshire, travelling by train and ferry. They acquired also 9 Priestgate, (now a garage) and built a small chapel which served until 1938.

In January 1925, Father Noblett came to Barton and immediately started to gather funds to build a new church on a paddock at Bardney Hall granted by the Rosminian Sisters. From 1927 to 1950 the Rosminian Sisters ran a boarding and day Catholic school called 'Our Lady of the Snow and St Oswald'.

The parish was small and approximately seventy people attended Sunday Masses and collections were of less than £2 per week. The chief fundraising events were the Annual Barton Rallies... held each Summer when Catholics from Hull, Brigg, Grimsby and elsewhere would travel by ferry, trains and cars. Processions took place with the clergy and altar servers vested, and children in Holy Communion, confirmation or best clothes and crowds watched the parade to "the field".

The foundation stone of St Augustine of Canterbury was laid in 1936 and the east end was opened on 10 July 1938 on the site at the corner of Whitecross Street and Barrow Road in central Barton.

Catholic Rallies were remembered as happy friendly events and would end with an open-air Mass, at the field, generally led by Archbishop Downey of Liverpool. Many photographs were taken during these years and one is of a group of Benedictine monks including Rt Rev Abbot Matthews OBS (Abbot of Ampleforth Abbey), believed to be there for the dedication of the New 1938 Church.

During the Second World War, the Barton priests were also chaplains to the American Air Force stationed in Goxhill and elsewhere. Father Judd is especially remembered in the late 50s; he was parish priest from 1962 until 1989, and towards the end of that period a major structural fault was found in the church in the "temporary wall built 50 years before"; the Diocese of Nottingham decided that the building should be demolished. A factory design and build 'church cum hall' was built on the same foundations and opened with a concelebrated Mass on 27 May 1988. During the many months of construction, Catholic Masses were once more said at St Mary's Barton, dating back to the 12th century, with thanks to the Parish Priest and his parishioners.

The new 1988 Church was dedicated to a local martyr, former abbot of Melwood Priory, on the Isle of Axholme, St Augustine Webster; the church continued to be known locally at St Augustine's. Shortly after the opening of this new church designed and built after Vatican II, Father Wall retired and the Holy Ghost Fathers, Father J Gilroy, a former missionary priest, and then Father E Holmes from 1995 to 2001, served this parish. Both worked hard and used the new

buildings which included a large presbytery, parish room and 'church cum hall' and very extensive gardens to their full potential. Numbers attending Masses increased and a Parish Council, Financial Committee and Social and Fund-Raising Committee were formed and actively assisted the priests with the running of the St Augustine Webster Parish, Barton.

The modern Church was damaged by fire twice, once on 15 December 1990 and more seriously on 14 June 1991 badly affecting the wooden floors and roof timbers; tarpaulins were in place to protect the building. Priest and people pulled together to repair and restore the church which was back in use for Christmas, 1991. Masses in the meanwhile were said in various homes and in the small parish room with around thirty people. The 150th Anniversary of the parish on the 16th January 1992 was celebrated with a concelebrated Mass said by Bishop McGuiness and priests from all "Northern" Lincolnshire parishes; a meal was provided afterwards in a large marquee on the back lawns for everyone.

After a period of illness Father Holmes left in September 2001 to live in Community in his homeland near Motherwell in Scotland. The Parish has been since that date, without resident clergy but the laity pulled together and organised all the essential duties and worked with the Dean, Fr M Moore and supply clergy, Mgr. Canon K Coughlan, from Hessle and Fr A Storey also from Hull. Shortly before Father Holmes left, following many hard years of fund raising and on receipt of a legacy, the debt to the Diocese for building the church and improvements to the House in 2001 was paid. It was discovered that the church had not been consecrated and perhaps, as the first group of lay people without a resident priest, the Bishop was booked and all the necessary requirements sought. On 20th May 2007, a modern church with a capacity of between 100-120 people was consecrated, by Bishop Malcolm McMahon. The altar, until then portable, was fixed firmly to the floor with a new granite top and 4 candle holders to represent the 4 apostles; this showed that the church had been consecrated. These can still be seen today and are lit on major festivals and the anniversary of the Church. In 2007 between 3rd May and 2nd July a variety of special events and a tailored, confirmation programme, was organised with a week end away at Ampleforth, and confirmation by Bishop Malcolm (now Archbishop of Liverpool) on 2nd July 2007.

Now almost 180 years since the re-founding of this Parish and almost 20 years since the last resident parish priest left, a well-run, financial solvent, small RC Parish continues. It serves a large rural area with Barton being a town of over 12,000 population; people travel up to 14 or 15 miles or more to attend Mass, coming from Goxhill, Barrow, Wootton, South Ferriby and elsewhere.

The Church had been looked after by Father D O'Connor and Father B Abuo whilst resident at the sister parish, St Mary's at Brigg some 12 miles or so away. Over the week end of 25th-27th May 2013, 25 years of worship in the new church was celebrated with a Flower Festival. With the help of flower arrangers from St Mary's Brigg, Barton Flower Club and local flower arrangers, strawberry cream teas were served and people came from far and wide to visit the church and grounds.

Plans were drawn up to improve the entrance to the church and build a kitchen and hall extension. However, this project did not have sufficient support and did not come to fruition. The use of a Parish Meeting Room and ample grounds and parking is retained.

Due to COVID-19 in 2020, the church was closed from 20th March until 27th June. As a result of the hard work and dedication of parishioners, it was one of the first Catholic places of worship in the diocese to re-open for private prayers and then Mass from Sunday 5th July 2020.

June 2020

Details taken from a History Booklet of St Augustine Webster Church published by the parish to mark the Consecration of the Church built in 1988 on Sunday 20 May 2007.

Covid restrictions have dictated the extent and ways in which the church could function but it has remained open for some services and masses.

June 2021

Our Local Monastery, Adbearw

Geoff Bryant

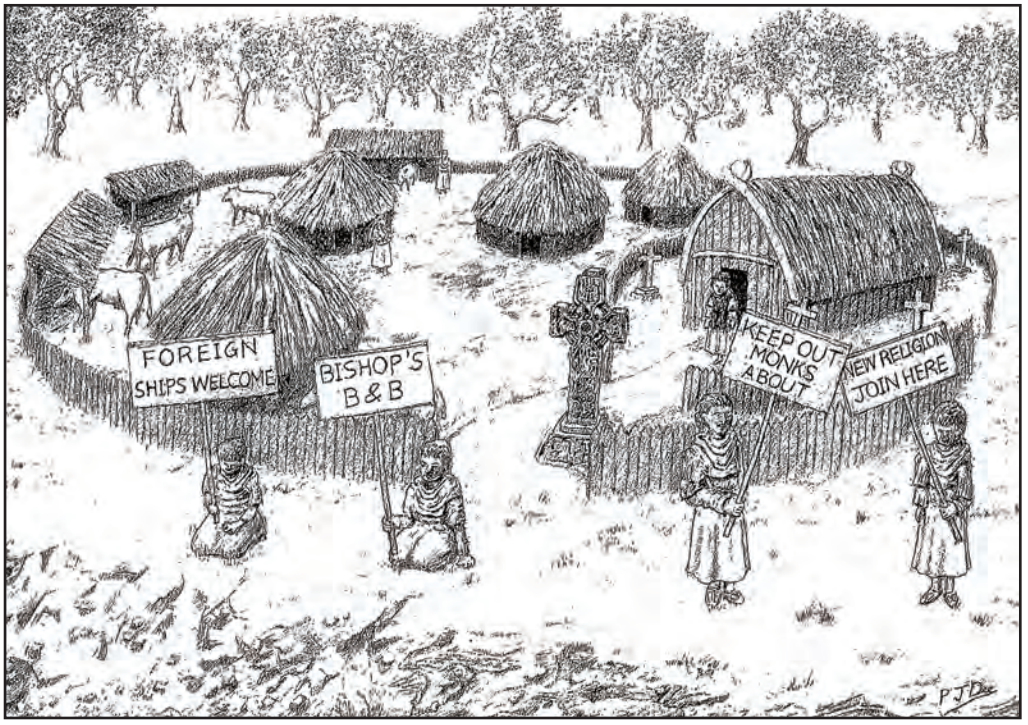
In 669 AD the Archbishop of Canterbury consecrated [St] Chad as Bishop of Mercia and Lindsey. Chad, previously resident at Lastingham, established his episcopal seat at Lichfield not too far away from Tamworth where was located the royal 'capital' of Wulfhere the Mercian King (658 – 675). In his 'History of the English Church and People' the Venerable Bede (writing in 731 AD) informs us that Wulfhere gave Chad an estate at *Adbearw* on which he was to build a monastery. We now know that that estate was on the south bank of the Humber estuary and encompassed what are now the two separate parishes of Barrow-on-Humber and Barton-on-Humber, though it seems clear that the monastery was located at the former place.

So far this history seems clear, but two significant questions remain unanswered – why ever would the King of Mercia with his 'capital' seat at Tamworth want to build a monastery some 120 miles away on the banks of the Humber and where exactly was that monastery located?

In attempting to answer the first of these questions Paul Dee's splendid copy of a contemporary but now lost illustration (pretend!) might provide us with four clues which are worth examining in some detail. Four monks stand outside their monastery holding placards which announce to the world the dos and don'ts of these institutions never before seen in the country.

The warning to 'KEEP OUT MONKS ABOUT' was implied if not presented graphically on all monastic sites particularly those situated, more often than not intentionally, on fragile political boundaries. The English – Welsh, English – Scottish and many continental borders were littered with monasteries and a hellish fate was certain to befall anyone disturbing their holy peace. The Humber estuary had long divided warring factions in Northumbria to the north and Lindsey and Mercia to the south. Only recently had Wulfhere asserted Mercian domination over southern England following a short period of Northumbrian domination. Wulfhere might well have considered the Adbearw monastery a worthwhile investment if it kept the peace on the Humber.

Wulfhere was a recent convert to Christianity his father King Penda having brought him up an unrepentant pagan at a time when most English kings were becoming Christians. As such Wulfhere might have felt an obligation to promote the new religion and his poster 'NEW RELIGION JOIN HERE' might have acted as an encouragement. To suggest, as others have done, that Chad would have travelled to *Adbearw* to spread the Christian message is somewhat far-fetched as Wulfhere would



Paul Dee's impression of the monastery Adbearw as it might have looked in the late 7th century

doubtless have considered his bishop a man of political as much as religious consequence and would have been reluctant to see him undertake such a distant and perhaps hazardous mission.

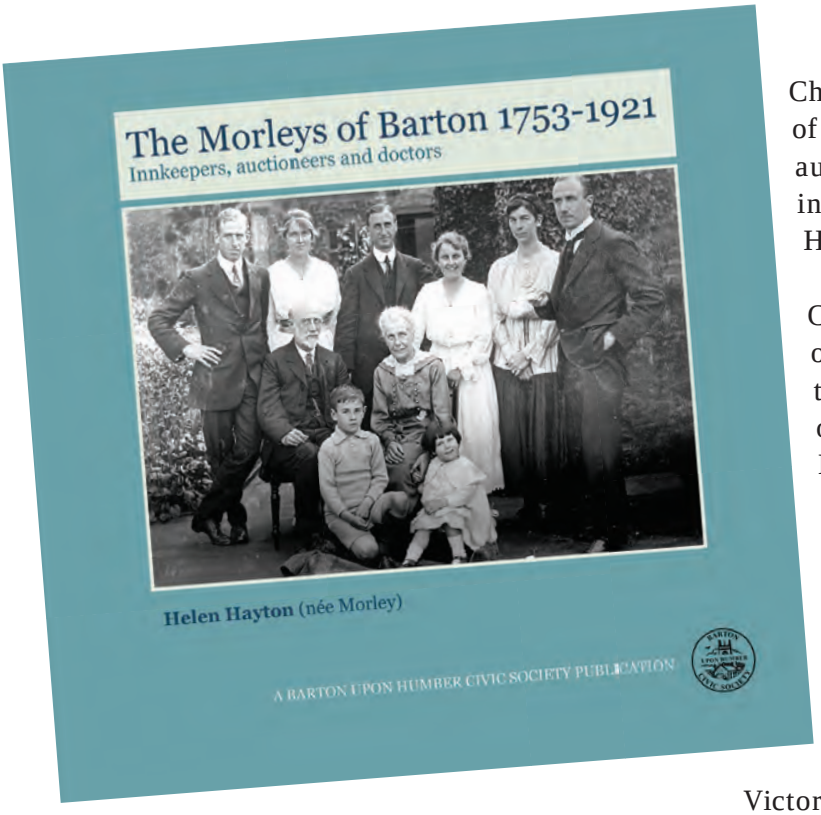
In seventh century England the vast majority of the population had no surplus resources – all of their time and effort would have been spent scraping together the means to feed, clothe and house themselves and their family members and satisfy the tax and tribute demands of the state, the church and their superiors. In any case even if they had been able to accumulate any surplus there was little or nothing to 'spend' it on - no Amazon, no Primark, no Tesco or even a modest corner shop. An answer to this intractable problem often came from 'abroad' – from weekly or annual markets which made available goods which came from outside the buyer's locality or even from outside the buyer's country and offered for sale produce normally unavailable. The Humber Estuary has, via the rivers Ouse and Trent, always provided ready access into midland England and as shown on the placard here traders arriving from abroad would have been encouraged – 'FOREIGN SHIPS WELCOME' - to stop off and offer their exotic goods for sale and/ or bid to buy attractive local produce. To give but one example of such trade, the excavations undertaken on Barton's pagan 5th to 7th century cemetery at Castledyke revealed a Frankish wheel-turned jug, an exotic foreign product deemed suitable for burial with a dead Bartonian.

The seven traditional Corporal Works of Mercy required Christians to care for their needy fellows. Where necessary they were to provide them with food, drink, clothes, lodgings, medical care, burial and succour if imprisoned. In the illustration here the *Adbearw* monks appear to be offering bed and board to a particular class of passer-by – bishops who would need to perambulate their dioceses when holding inspections and courts. Other prominent churchmen and royalty might also be offered accommodation but preferably not too often as such visitors would expect a good lodging and a good food table. To arrive at a 'BISHOP'S B & B' would have been a welcome thought in the mind of a weary traveller.

Whilst it might appear from this illustration that the all-wooden *Adbearw* had little to offer it would have attracted gifts – doubtless cash, treasure and land - from Christians, both the grateful and the needy. Monasteries were quickly recognised by the 9th century Viking raiders as sources of easy booty. They were inhabited by bands of unarmed pacifists who could be either slaughtered or enslaved but certainly robbed. This was possibly the fate of the *Adbearw* monastery which seems to have vanished in the 9th century and whose estate had to be rediscovered in the 10th century before it was given to the newly-founded Peterborough monastery as part of its endowment. It seems that the Barrow monastery itself was not refounded though the income from its estate was presumably transferred to Peterborough. The original all-wooden *Adbearw* monastery would have quickly rotted away and vanished so it is little wonder that the exact site has not been found. Perhaps one day archaeologists will discover the postholes into which its timbers were originally secured.

Book review for ‘ The Morleys of Barton 1753 – 1921’, author Helen Hayton

Richard Clarke



This book, recently published by Barton Civic Society, is in a square format comprising five chapters across 55 pages and ends with a thorough list of sources of evidence (the titles of the articles written by John Morley for the Lancet and the British Medical Journal are not for the squeamish!). The two-column per page text is enhanced by 39 illustrations, mostly black and white photos (three colour), some family tree diagrams and various source material.

In her introduction, Helen outlines how she acquired the source material from which to write the book and states that her information often illuminates Barton’s history generally between 1753 and 1921. This I can confirm is definitely the case.

Chapter One deals with the life and work of John Morley (c1754-1813), innkeeper, auctioneer and post-master in Barton and in so doing relates much about the George Hotel and the Humber ferries of the time.

Chapter Two covers the life and work of John Morley (1815-1886) and tells the reader much about the training of doctors then and experiences of Barton’s town doctor across much of Queen Victoria’s reign – this including an horrific case locally that resulted in the London Evening Mail’s headline ‘Shocking Inhumanity in Lincolnshire’.

Chapter Three considers the life and work of Thomas Morley and in so doing tells us much about late-Victorian and pre-Great War Barton, much of Helen’s evidence coming from her study of regional and local newspapers.

Chapter Four tells of the impact of the Great War and the following influenza pandemic on Barton’s medical practice as well as the wartime experiences of Donald Morley (1888-1984) the man standing on the left in the family photo reproduced on the front cover of the book.

When asked to review this little book I did not know what to expect on reading it. I can now assert that it is very readable, informative and very well presented. I congratulate Barton Civic Society on its publication and commend it to Barton readers and those beyond.

This book can be bought online at *https://www.the-ropewalk.co.uk/product/the-morleys-of-barton/* or at The Ropewalk, Barton.

Book Review for Where the Wind Blows (Devizes 2020), author Jenifer Roberts

G.F.Bryant

Like many other Bartonians, I have spent numerous happy hours initially reading, and later dipping into, Robert Brown Junior's two-volume *Notes on the Earlier History of Barton-on-Humber,* a work of local history which for its time was first class. I had never realised that Brown was a member of a most capable though at times less than prudent family. Then along came Jenifer Roberts' *Where the Wind Blows* (Devizes 2020), a read packed full of (certainly new to me) information about life in our town and in Australia in the nineteenth century. If is full of biographical details about the interlocked Brown, Mackrill and Rudston families, revealed in a 'remarkable collection of letters written by members of [the] family', meticulously digested and enhanced by the author.

The story starts in 1820 when solicitor Robert I, the eldest son of Joseph Brown (similarly a solicitor) married Elizabeth (Betsie), the youngest child of local entrepreneur, builder and ship owner William Mackrill. Robert's flourishing Priestgate business and his need to accommodate a growing family spurred him to purchase the High Street Mansion (now known as Long's Mansion), the largest house in Barton, and later to take the tenancy of the large farm at Beaumontcote just to the south of the town. Robert I's two sons were Robert II and Joseph Lyne and it was the brothers' marriages to sisters Eleanor and Rose Rudston (at the time resident in Barton Vicarage with their prosperous Hull shop-owner father George Rudston) which brought new threads to the story, in particular that of Joseph Lyne Brown. Following his marriage to Rose Rudston, Joseph Lyne and his ever-increasing family took up residence at Beaumontcote with its 'capital' farmhouse, extensive outbuildings and 544 acres of good arable land. Rather than concentrate as he needed to and should have, on the business of farming, Joseph Lyne pursued his interest in physics and chemistry, chemical experimentation, early photography and public lecturing at Barton's Athenaeum (now 26 Chapel Lane), the local Temperance Hall (now the Assembly Rooms in Queen Street), and at both the Mechanics' Institute and the Literary and Philosophical Society in Hull. Alas, for many years , Joseph Lyne had lived far beyond his means and by 1852, after being declared bankrupt, he decided that the solution to his problems was to emigrate with his family to Australia. During his time abroad his wife died and most of his children were dispersed to live with various relatives; he sought a living as a photographer, a bank clerk, a gold digger and as an employee of the newly opened local railway. Alas again, though making a much-appreciated contribution to the success of his local Mechanics' Institute, he died destitute in 1880 and was buried in an unmarked grave in Singleton, New South Wales.

Joseph Lyne's eldest son, also Lyne, returned to England in 1862 where he signed on, and eventually served for four years in the Merchant Navy before returning to Australia in 1867. Once there, he variously worked in Singleton [with his father] as a photographer, became a member of the Mechanics' Institute and soon realised that the town could not support two photographers. He moved to the north, first trying his luck [unsuccessfully] in the Gympie goldfields before

becoming the photographic surveyor for a series of railway projects which eventually found him living in Cairns in Queensland. Following the completion of the line, he lost his job. Meanwhile, his wife Mary's mental illness resulted in her being committed to an asylum near Brisbane in 1894 [she eventually died in 1946] and Lyne took his family back to Cairns where he opened a not very profitable photographic studio. He did become a popular figure in the town where he was elected Alderman and Mayor and founded the Cairns Weekly Penny Savings Bank (which survives today). He died in Sydney in 1921. One of his last wishes was that his sister, Beatrice (Bee), send him a photograph of his childhood home at Beaumontcote which sight disappointed, as 'his memory led [him] to expect something much better'.

The Brown/Rudston story moved back to Barton where Robert Brown II (Joseph Lyne's elder brother) had bought Priestgate House at the junction of George and King Street. Following the death of Robert's wife in 1883 he married Harriet Bell. The new couple moved to London and were found to be living 'as happy as turtle doves'. Harriet died in 1904, Robert in 1905 and both joined Robert's first wife in the ground in Dean Road cemetery in Scarborough. Robert's son, Robert III, initially shouldered some of his father's legal responsibilities before becoming a partner and eventually owner of the business. Here we have Robert Brown Junior – the man who was elected F.S.A. and wrote *The Earlier History of Barton-on-Humber* before his death in 1912.

That's the very skeleton of the story. Using the numerous preserved family letters and her personal researches in England, Ireland and Australia, Roberts puts flesh on those bones, flesh provided by four generations of the Brown family, three generations of Rudstons and the at times, unfortunate genes contributed by the Mackrills. It's all fascinating, beautifully written and makes a significant contribution to the ever enlarging historiography of our town. For many Bartonians it will be an absorbing page-turner.

Available from jenifertroberts@gmail.com for £12.99 post free.

Items from the Morley Archive