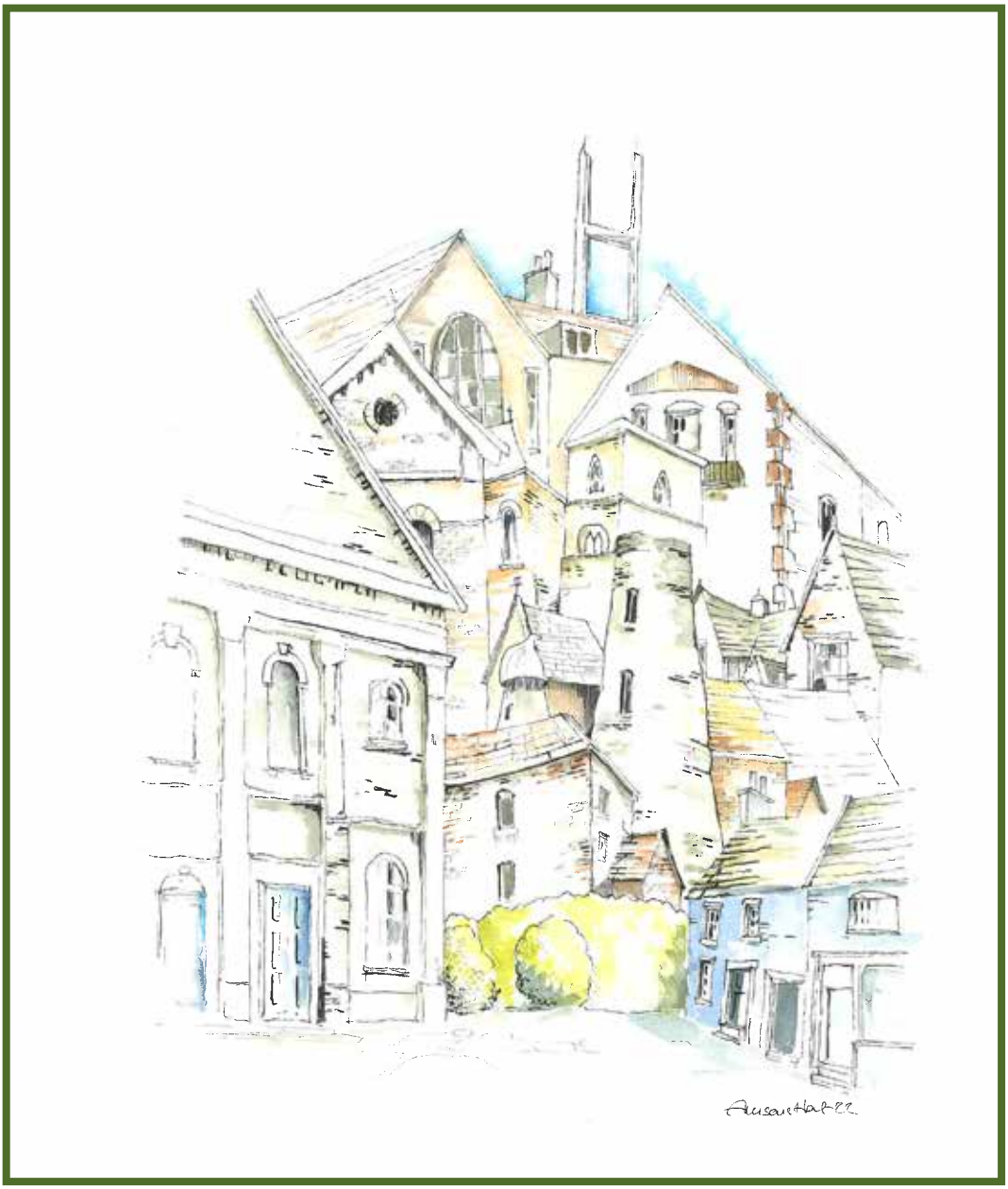
Barton upon Humber
Civic Society

NEWSLETTER 2022



1969 - 2022

Registered Charity Number 260105

www.bartoncivicsociety.co.uk

Hewson's Mill *produced by J.Brandrick*

CONTENTS

Business

Articles

Talks from the 2021-2022 programme

Acknowledgements : Thanks to Tracey Allison, local artist and teacher, for specially producing the images for the front and back cover.

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ANNUAL GENERAL MEETING

7.30 pm Friday 15th July 2022
Joseph Wright Hall
Wilderspin School
Queen Street
Barton upon Humber

AGENDA

1. Present
2. Apologies
3. Minutes of previous AGM held on 16th July 2021 at the Joseph Wright Hall
4. Chair's Report
5. Environment Sub-Committee Report
6. Heritage Sub-Committee Report
7. Treasurer's Report
8. Election of officers
9. Any other business

8.00pm Baysgarth Park Update

Liz Bennet will review the efforts of the local community, in partnership with North Lincolnshire Council and Barton Town Council, to care for the Park which now has a Green Flag Award recognising it as one of the UK's best green spaces.

. . . . . .

Minutes of the Annual General Meeting held on Friday 16th July 2021, at Joseph Wright Hall

1. **Present:**

John Womersley, Rose Jackson, Rose Lennon, Trudi Morrissey, Barbara Barton, Ray Barton, Andrew Flatt, Tom Irvin, John French, Monty Martin, Nigel Land, Liz Bennet, Ian Lawless, Ursula Vickerton, Jane Darwood, SallyAnn Garrard-Hughes, Jean Bradley, Phil Bradley, Ian Wolseley, Neil Jacques, Andrew Robinson.

2. **Apologies:**

Ian Holt, Sheila Holt, Chris McCall-Steggles, Val Dukes, Joseph Hall, Freda Hall, Mike Willmott, Dee Burney-Jones, Nancy Hornsby, Norman Hornsby, Elizabeth Hopper, Richard Clarke, Monica Jacques, Jane Tuplin, Richard Hatfield.

3. **Minutes of the 2019 AGM** (2020 cancelled due to Covid-19):

Accepted as a true record.

4. **Chair's Report:**

The chair, Neil Jacques, referred the meeting to his report in the newsletter. He also reflected on the recent death of Geoff Bryant, to whom many tributes had been received.

5. **Environment Sub-Committee report:**

The sub-committee chairman, John Womersley, referred the meeting to his report in the newsletter. He added that since the report the sub-committee had submitted a response to NLC on the recent relief road proposals, expressing support for the road, but opposing the proposal to install traffic lights at the Ferriby Road / Holydyke junction. Thanks were expressed to Nigel Land for composing

the Society's response on this matter. The chairman has also had a meeting with NLC councillors and officials to discuss proposed improvements to the Waterside Road viewing area.

6. **Heritage Sub-Committee report:**

The sub-committee chairman, Ian Wolseley, referred the meeting to his report in the newsletter. The programme of public meetings has been suspended since the first Covid-19 lockdown of March 2020, but all talks are to be carried over to subsequent years, starting with Marilyn Roberts on September 3rd. The Society's archive continues to grow and is currently being moved to a new location within the Wilderspin School / Joseph Wright Hall complex. The Morley book had been published as the first in the Society's series of 'Occasional Papers'. It is understood that Geoff Bryant had been working on a book on the history of Barton, which, at over 700 pages, remained unfinished.

7. **Treasurer's Report:**

The treasurer, Jean Bradley, referred the meeting to her report in the newsletter, and had nothing to add.

8. **Election of Officers:**

None of the existing committee members were standing down, but Phil Bradley wished to discontinue as vice-chairman. Nigel Land was proposed for this position. Ian Lawless and Monty Martin were proposed as elected members of the committee rather than co-opted. Norman Hornsby was proposed as a committee member. A proposal to elect all proposed committee members en bloc was made by Phil Bradley, and was seconded by Liz Bennet. This was carried unanimously.

9. **Any other Business:**

The chairman updated the meeting on progress on the Neighbourhood Plan, which was initially instigated by the Society and subsequently adopted by Barton Town Council. A Steering Group of the Neighbourhood Plan Committee has met to select a consultant to work with the group. This position will be contracted to the Town Council, but funded by National Government. It is hoped to have the final plan ready by May 2023, to be proposed for adoption by a referendum of the town's inhabitants. The Chairman was asked for an update on the proposals for the Transport Interchange which had been prepared by the Society. Whilst NLC had indicated an intention to proceed with the project, progress appears to have stalled at the moment.

The meeting closed at 8pm. *Andrew Robinson [Secretary]*

Chair's Annual Report 2021/22

Neil Jacques [Chair, Executive Committee]

It is always encouraging to begin an annual report with good news. So, I should like to start by welcoming all the new members who have joined recently. We hope you enjoy your membership and can find the time to become actively involved in our work. Membership has increased by 10% over this period.

This year we also have several achievements of which we can be justifiably proud.

We have been championing the buildings of Barton since the Society was formed over 50 years ago. So, it is pleasing to report significant progress as a result of our regular meetings with senior North Lincs Council officers at the Dilapidated Buildings Work Group. The aim of the working group is to get action taken to improve some of the unloved buildings of the town, by persuading North Lincs Council to contact owners to encourage them to improve their buildings.

A planning application has gone in to convert the first floor of Oddfellows Hall on the corner of Queen Street and High Street into 5 flats. The owner has been asked to improve the appearance of the windows and clean out the gutters while the application is considered. Work is due to start shortly on

converting the old cinema on Newport Street to flats and plans are being prepared for scaffolding at the Old Mill to repair the mill cap in situ. A schedule of required work has been drawn up by NLC for 51 Fleetgate and funding is now being sought to get the work done. Work on Eagle House on Fleetgate is slow, but going in the right direction. The owner has been asked to clean up the area at the front of the building.

Sad to say, there is no progress on 74 Butts Rd or the Assembly Rooms, although the Town Council has agreed to get quotes to draw up a schedule of required work for the Assembly Rooms - much as was done for 51 Fleetgate, by North Lincs Council.

There is also good news to report on our ongoing campaign for 20 mph speed limits in the town. Not only will Fleetgate get a 20 mph limit but much of the town to the north of the A1077 will as well. This will be a great contribution to the safety of pedestrians and cyclists and the quality of life in this area. Huge thanks are due to Nigel Land for his part in initiating this work and the Environment sub-committee for taking it on.

The Heritage sub-committee have produced an excellent programme of talks, which has not been without its challenges in organising. It is easy to forget that since the last AGM we have been through a new wave of covid and for many, attending public events is a recently rediscovered pleasure.

We continue to award Good Marks, and there is a list elsewhere in this newsletter. A recent Good Mark worthy of mention is the one awarded to Mr & Mrs Sykes of West Acridge who replaced their roof using traditional clay pantiles. Mr Sykes said they chose traditional materials so that they matched with their neighbours' house, even though it was a little more expensive.

Their approach is a timely reminder of the need to preserve the historic fabric of the town where we can. It is also a reminder to people living in the Conservation Area that they may well have to apply for permission for what otherwise would seem straight forward improvements. In some parts of the Conservation Area, this includes such things as replacement doors and windows and hard standing for vehicles, while for listed buildings, permission is needed for some internal alterations as well. There have been several cases recently when people selling a house which had been altered without consent, have been required to reinstate the original features before the sale could proceed.

For the first time in several years, we have been able to present the Annual Award for an outstanding contribution to the Town. It goes to David Dent for phase 1 of the development of Coach Well Gardens behind the old Coach and Horses pub. It is a tremendous asset to the Town and one that other developers would do well to take note of.

As always, none of the Society's work just happens, so I should like to thank all members of the Executive for their commitment over the last 12 months, and look forward to further successes over the next year.

Environment Sub-Committee Report

John Womersley [Chair, Environment Sub-Committee]

In the last 12 months we have moved from Zoom meetings to outdoor meetings and back to our favourite room in the Wilderspin offices for our monthly meeting. We are myself, Jane Darwood, John French, Nigel Land, Ian Lawless and Andrew Robinson.

- We drafted the Civic Society response to the initial proposed Barton relief road which was positive support but then disappointment to find it was never going to get the necessary funding. The last proposals with 3 options, we left to individuals to respond and as of now, North Lincs are

proposing the 'people's choice' as their preferred route.

- Our campaign to get Fleetgate designated as a 20 mph zone has spread to the whole of the old town and has received positive support from NLC. The area is bounded by Fleetgate, Castledyke West, Butts Road, Pasture Road and Whitecross Street to its junction with the A1077.
- The much awaited train/bus interchange is still, we are told, on the cards. A combination of covid and change of train service provider appears to be the delaying factor. We hope it will closely resemble the proposals initiated by the environment sub-committee when plans are available.
- It's great to see activity at the Humber Bridge viewing area, a much neglected visitor attraction brought back into the spotlight by the Viking Way cafe/bar. NLC are applying for green flag status; a new play area, resurfaced car park, more picnic tables, information board are all on the way. This area is now part of 'Friends of Barton Parks' which also includes Dam Rd and Butts Rd, as well as our splendid Baysgarth Park.
- Our small community project on Soutergate in conjunction with Ongo was a bit of a struggle but has been taken on by local resident and campaigner Monty, who is doing a splendid job. If you've not been there recently, have a stroll along and see the changes.
- The buildings of concern in the town will not appear to have made progress in the last 12 months; NLC Dilapidated Buildings committee are taking up concerns with some of the owners. Barton Town Council are committed to making much needed improvements to the Assembly Rooms facade and internally. Let's hope next year we can report on a building pleasing to the eye and much used by the people of Barton.
- Our last meeting concluded with a visit to St Peter's churchyard, an area tucked away - a place in need of attention some think, but others would like it to be left to nature. If you have a view please let someone on the committee know.

Heritage Sub-Committee Report

Ian Wolseley [Chair, Heritage Sub-Committee]

The return to normal, as covid restrictions relaxed, meant we could revive our lecture programme in the autumn, starting with a return to Barton by Marilyn Roberts who spoke about fakes and forgeries in the art world – a real eye-opener! My own talk in October focussed on travel in the age of the stage and mail coach, illustrated in part, by the experiences of educational pioneer, Samuel Wilderspin as he travelled the length and breadth of Britain, before trains, on horseback and by carriage. A good audience packed into the Schoolroom at Wilderspin for a Glimpse of Tudor Domestic Life with Neil Wilkyn who used a variety of sources to interpret living conditions in Tudor Barton.

Our 2022 programme is now well underway. Talks now take place in the Auditorium at the Joseph Wright Hall, immediately adjacent to the Wilderspin School Museum. There is now lift access to the first floor and a new heating system. The Hall's acoustics are very good but we now have a PA system to help when needed. The best way in to the Hall is from the Queen Street main entrance. We rely on the members' programme leaflet and posters to alert you to talks but it seems that a gentle reminder via email may be helpful for those on our database.

Don't forget that the talk following the July AGM will be about the wonderful improvements in Baysgarth Park.

We are resuming our participation in Heritage Open Days in September and will be scheduling outside walks and tours under the branding umbrella, "Heritage Without Walls". We need new tour guides so if you would like to join the team of walking tour guides to escort visiting groups to the town, please let us know. Full details will be available in the summer on the Civic Society's website (bartoncivicsociety.co.uk) and the Heritage Open Days website (heritagelincolnshire.org).

Another thing I'd like to plug is our annual outing which this year is to Sledmere House and the Wagoners' Museum near Driffield. The day will include coach pick-up from Wilderspin, a guided tour of "East Yorkshire's finest country house" and its walled garden, and the Wagoners Museum where we'll discover the story of the Wagoners' Special Reserve's veterinary hospital and the use of horses in the First World War. There may still be a few places available by the time you read this – more details are on the Civic Society's and Wilderspin's websites – or telephone (01652) 635172 to book.

We are trying afternoon lectures this year as not everyone finds Friday evenings easy – especially in the dark winter months. So, double-check the times of the talks*. The remaining lectures this year are:

Friday 9 September, 2pm* - *Dr. Mary Murdoch: Suffragist and Social Reformer*
Cecile Oxaal explores Murdoch's background, the suffrage campaign in Hull and East Yorkshire, and Dr Murdoch's championing of other social reforms for women, children and the poor

Friday 21 October, 7.30pm - *Vere Foster Philanthropist and Benefactor*
Jean Cannon describes how Foster used his vast personal wealth to help emigrants to America, and improve educational standards in Victorian Ireland.

Friday 18 November, 2pm* - *Speculation, Centralisation & Amelioration*
Peter Claxton looks back at the forces that shaped public housing and health in Hull between 1830 and 1914.

Treasurer's Report

Jean Bradley (Honorary Treasurer)

Receipts and Payments Accounts for the year ended 31st March 2022

	2020/21	2021/22		2020/21	2021/22
Receipts	**£**	**£**	**Payments**	**£**	**£**
Subscriptions	1445.00	1545.00	Secretarial	47.60	90.66
Investments	868.14	870.87	Subscriptions	25.00	25.00
Merchandise Sales	136.95	147.48	Insurance	385.25	247.77
Raffles		80.00	Printing Newsletter	654.00	530.00
Refreshments		55.95	Room Hire	70.00	460.00
Donations		39.00	Ordinance Survey Renewal	65.70	65.70
Non-Members Entries		80.00	Website	200	
Unpresented Cheque		150.00	Printing Morley Book	519.02	
			Brian Peeps Archive papers	300.00	850.00
			Archive Storage		250.00
			Printing leaflets etc.		386.60
			Beck Expenses		336.80
			Rememberance Day Wreath		21.98
			Donation - Wilderspin Museum		1000.00
			Speakers' Fees		145.00
		2968.30	Merchandise		35.00
Excess of payments over receipts		1476.21			
		4444.51			4444.51

Reserves as at 1st April 2022

	£	
Current A/c	4,717.58	
Business Reserve A/c	9,694.07	(of which £5,363 is ring-fenced for the Beck)
Investment Capital	35,908.00	(as at 31st December 2021)
	50,319.65	

The fluctuating stock market in these uncertain times has resulted in another disappointing return on our investment income. I requested a meeting with our Financial Adviser to discuss this situation. As a result, it was proposed to opt for a set income of £420 per quarter and this was unanimously agreed at a Committee meeting held on 14th December 2021. This will not affect the capital growth.

The investment income is a major contribution to the Society's funds, together with the loyal support of members' subscriptions, and I felt it was important to improve the stability of our income as much as possible.

Good Marks [2021 / 2022]

David Dent
'the magnificent development of his High Street site reflecting several aspects of Barton's history'
Mr. John Crow [Tradeline Group]
'the successful conversion of a long derelict property', Haven House,The Loftings Development, Waterside Road, Barton on Humber
Mr Paul Gibson
'his attractively presented, comprehensive and thoroughly researched website on Barton's public houses and breweries: www.barton-pubs-and-breweries.com. A valuable addition to Barton's recorded history.
Barton Town Council
'The Bartonian' - a valuable contribution to community life
Mark Wilson
'the sympathetic restoration of door and windows which enhance the street scene'
Chris and Katy Snell
'the renovation and painting of the front of the house, 20 Whitecross Street, which enhances the street scene'
Stuart Garfoot
'the publication of 'Fertiliser Friends' which contains a detailed account of employees and processes at the former Albright and Wilson Chemical Works'
Nick Turner
'The Story of William Jex', comprehensively researched, carefully written and locally published'
Mr and Mrs Sykes
'for replacement of a concrete tiled roof with clay pantiles, 12 West Acridge'
Debbie Bax and Gee Koshy
'the high standard of refurbishment at The Sloop'
Barton Lions
'environmental improvements at Barton Railway Station'

The Annual Award will go to David Dent for his development on the High Street.

Neil Jacques presents Good Mark awards to Chris and Katy Snell (left) and Albert Sykes (right)

Articles

Illuminating Barton over the Years

Darren Stockdale

The year is 2020. We are all under strict lockdown rules. You are stuck at home with nothing to do so you decide to read a book. It is dark outside so you turn to your chosen smart device and say "turn on the lights". On they come, but you are not sure if the light is right for you, so you choose another colour from the 16 million available from the bulbs. Happy with your choice, you start to read.

Now, go back a few years (well, quite a few years) and this would have been unheard of. The only way you would have got Alexa to turn on your lights is if that was the name of your maid or servant. To suggest that you could get instant clean light would have had you drowned as a witch. The lighting of your house would have been a very different process.

Candles

Apart from fires and windows, the earliest way to illuminate your home and town would be the candle. Early candles were made from tallow, which was usually the fat from cattle or sheep (other animals could be used such as goats or horses, but pig fat was not suitable as it is too soft). Tallow candles have been around since medieval times or even earlier. They would be made in every city or town by the tallow chandler, who would normally have a workshop behind a shop front on the street to sell his wares. The tallow would be dipped and moulded into candles, but this process would create a vile smell and also be a fire hazard. The smell was so bad that it was claimed that breathing was difficult near a tallow chandler's workshop, and there were even claims that the smell carried diseases through miasma. Nevertheless, they were a valuable resource due to every home needing a large quantity of them, candles being the main source of illumination through to the 1800s. Even lighting the candles was a challenge, especially as the safety match had yet to be invented, and the taper was expensive and dangerous. To light a candle, a tinder box was needed, which consisted of a piece of flint, steel and tinder. Once the tinder was glowing, a thin match tipped with brimstone was thrust in it.

But what of Barton? The first recorded tallow chandler was in 1791 when John Hayes was listed along Priestgate. However, Thomas Tombleson mentioned a chandler along Priestgate from 1653 in his 'Fragments Relating to Barton on Humber' book. He was not sure whether it was a candle maker or a corn merchant, but it could push our story in Barton back a bit further. John Hayes continued in this trade until around the early 1800s when George Hayes was the recorded Tallow Chandler, again along Priestgate (adding weight to the earlier Chandler along the same street making candles). Hayes went into partnership with John Sargeant, sometime around 1835, and continued to produce tallow candles from their Priestgate premises. They also had new competition from Frank Abraham, who started a tallow chandler business along Old Market Lane around 1826. Frank Abraham had a grocery and drapery business as his store front to his Tallow Chandler business. His business was not recorded after the 1851 census.

Tallow was also an important ingredient for soap, and by 1842 Hayes and Sargeant were adding soap boilers to their tallow chandlery business. This part of the business would have flourished after all duty was dropped from the production of soap in 1853. With the introduction of gas to towns,the popularity of candles would have started to diminish so it was important to branch out. Despite this, new tallow chandlers were appearing in Barton. In 1849 Robert Henry Rawson was a listed tallow chandler along Newport, and in 1850 Henry Marshall Stone was a listed tallow chandler along Fleetgate. Neither of these two people were listed again in a Barton trade directory. However, by 1851 William Minto Rawson was listed as a tallow chandler along Old Market Lane, and was to become probably the largest candle manufacturer in Barton. At

the same time, Hayes had swapped partners from Sargeant to Anderson but was feeling the pressure from the expanding business of Rawson. By 1861, Hicks had been brought in to the Hayes and Anderson business, but this presumably did not help as there was no record of the business after this date. William Minto Rawson continued his business on Old Market Lane, later to become King Street, up to around 1872 when the opportunity arose for him to move it to Cottage Lane. There it remained, becoming the Humber Candle Company upon his death around 1896, and continuing to trade until the late 1920s. William Minto Rawson was a well-respected member of the Barton community. He was on the committee to restore St. Peter's church in the late 1850s, and was a member of the Barton Local Board in the late 1880s. Seeing the end of tallow, he started producing wax candles by the 1890s, just before the business became the Humber Candle Company.

Lighting the streets of Barton would also be done by the tallow candle during this time, although the light from these were really not that good outdoors. Oil was used for a time as it gave a better light until the new kid on the block arrived – gas.

Gas

In 1797, William Murdoch installed gas lighting in his home in Cornwall, through pipes attached to a gas bladder. By 1812, gas street lights had appeared in London, and by 1816, also in Preston, the first city outside of London to have gas street lights. By 1823, numerous other cities in Britain had gas street lighting as it was around 75% cheaper than candles and oil. Gas works starting appearing around the country to meet the demand. This was coal gas, not the natural gas we are used to today, and was sometimes known as town gas. Because coal was needed in large quantities, the works usually appeared near a waterway.

In 1839, the Barton Gas Light Company was formed, with the intention of bringing gas to the town. It failed to do so and it took another six years before gas finally arrived. By 1845, sixteen Lincolnshire towns had a gas works, and a year later, the Barton Gas Company was established. The gas works were built on Ings Road (Dam Road) at a cost of £3,000 (about £250,000 today) so it had good access to the Haven for coal deliveries (and later the railway). In the early years, John Tock was the manager of the gas works, but by the 1870s, Richard Doughty had taken over the role, and kept it through to the early 1940s. The final manager of the works was R.E Wiles, through to its nationalisation in 1949. The gas works were important enough to need a prominent secretary. For most of the 1800s William Hilliard Goy was the secretary and solicitor, and would have had to deal with many things. On the 6th June 1879 the 33rd ordinary general meeting of the shareholders was held, which Goy would have attended. It was reported that the profits for 1878 were £487 12s 7d (around £33,000 today) so it was obviously a flourishing business. It is possible it was too profitable, which may have led to a dispute between the gas works and the town's landlords and tradespeople over the price of the gas. Many of the tradespeople and landlords stopped using gas and resorted back to candle until the company came to their senses.

By the 1880s the tallow candle was starting to be replaced in homes by gas, but this was the early stages and accidents were happening. One of the issues William Goy would have had to deal with in his role as company secretary and solicitor, was an incident that happened on the 29th January 1881. On this day at the home of Mrs Goode on Holydyke a gas explosion happened. Thankfully no one was injured, but the windows and Venetian blinds were shattered. Accidents were bound to happen with new inventions but this wouldn't have slowed down the rate at which it was installed in homes and street lights. Another gas explosion occurred in 1895, in the home of Mr Dakin, a pork butcher on New Street (Queens Street) in Barton. This time, along with the property damage, the Dakins and some visitors were badly burnt. Around this time the street lamps were also lit using gas. In 1893 there were 73 gas-lit lamps around the town, rising to 127 by 1911. A mere seven years later and they would be replaced by electricity lamps (see below).

Early gas lamps would have had just a burner with a flame, but eventually the mantle arrived which gave a brighter light. An example of gas

lighting can still be found at the Wilderspin Museum in Barton. In the early 1900s there was a change of company secretary for the town's gas works when William Cross took over the role. Joseph Hudson then briefly filled this position in 1913 followed by Richard Arthur Hudson who was secretary until the 1940s. By this time yet another new kid on the block had arrived – electricity.

An example of an original gas fitting and connecting pipe

Electricity

The first Electric Lighting Act came into force in 1882, allowing the setting up of supplies by person, companies or local authorities. It would be a while before this new technology arrived in Barton though, certainly to resident's homes.

On the 1st August 1913, Barton had a public electricity supply, and by 1918 the town was lit by electricity. This would have almost exclusively been street lighting at this point, as metered electricity did not become popular in houses until the Electric Supply (Meters) Act came into force in 1936. Once it did become in everyday usage in homes, the dangers of gas and the naked flame were done away with, by the introduction of the incandescent bulb (the history of light bulbs will be an article in itself and not one I am going to cover here).

By 1916, the Barton-on-Humber Electric Supply Company Ltd had been formed, and was based on East Acridge with G. H. Nowell as its secretary. By 1937, this had changed to the North Lincs & Howdenshire Electricity Co. Limited, and not long after, the National Grid became integrated, leading to the method of illuminating Barton we are all used to today.

An early 1930s electrical box

Conclusion

The way we illuminate our lives has changed dramatically over the years, from the foul-smelling tallow candle, to the dangerous naked flame of the gas lamp, to the simple voice command given to our electrical smart devices we often use today. One thing hasn't changed through this evolution, and that is our desire to create light where there is darkness.

Sources:

- *Various trade directories*
- *Hubbub, Filth, Noise and Stench in England by Emily Cockayne*
- *Fragments Relating to Barton on Humber by Thomas Tombleson*
- *Hull Packet and East Riding Times (various issues)*
- *Church and People in a Victorian Country Town by Dinah M Tyszka*
- *Lincolnshire Towns and Industry 1700-1917 by Neil R Wright*
- *The County Gas Works Series – Lincolnshire by A. T. Marks*

The History of the Joseph Wright Hall, Queen Street, Barton

John French

A view looking north down Queen Street in early 20th Century (Dr J B Ball Collection)

This Grade II building is now owned by the Queen Street School Preservation Trust, the body which runs the adjacent Wilderspin National School Museum.

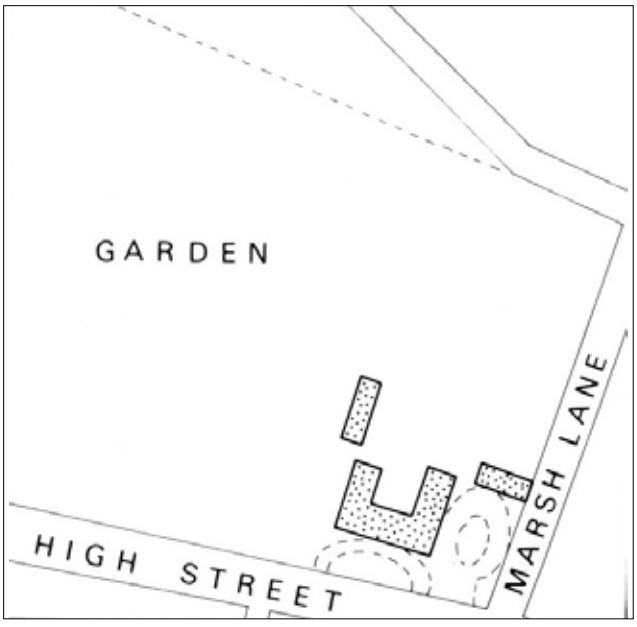
The building is now called the Joseph Wright Hall, as a tribute to the architect who designed it as a Primitive Methodist Chapel – part of an important group of Victorian public buildings in the Queen Street/High Street area of Barton.

Background and History of the Queen Street Site

During Queen Victoria's reign (1837-1901) there was not only a rapid rise in population but also tremendous social change in the lives of ordinary people in this country, arguably greater change than in any other comparable period. The ancient port of Barton-upon-Humber shared in this extraordinary period of growth and change.

At the centre of Barton, in the Queen Street/ High Street area there are still vivid reminders of the impact on the lives of ordinary people of the principal social concerns of the Victorian era – education, law and order, religion, self-help and temperance. Barton can boast a precious, but sadly undervalued gem, a group of fine public buildings handed down from the first half of Queen Victoria's reign, which, for compactness and homogeneity, is probably unparalleled. Most market towns had buildings of a similar type, but probably none on this scale preserved in such close proximity to one another.

The area that concerns us here, occupies the site of the former mansion and grounds of the Long family of Barton-upon-Humber. The house was apparently built by the wealthy mercer, William Long in the first half of the 17th century. The plan accompanying the Enclosure Award for Barton in 1796 shows the mansion standing in extensive grounds, bounded by High Street on the south, Marsh Lane on the east, and stretching almost to Finkle Lane on the west.



Long's mansion and its grounds c1820

The Queen Street / High Street area, c 1890

1. The Temperance Hall 2. Elm Tree House 3. The National School 4.The Police Station 5.The Odd Fellows Hall 6.The Primitive Methodist Chapel 7. The School House

The property was sold piecemeal and in 1827 a road, originally known as New Road, later Queen Street, was laid out on the western part of the former grounds. Only limited development had taken place on New Road by May 1843, when the mansion house, outbuildings, yards and gardens, amounting to about two acres were sold. Following the sale, the great house and most of its outbuildings were demolished and the site was divided up. A plot alongside Marsh Lane was purchased by a local brickyard owner, George Ingram, who immediately had the present Elm Tree House built. The rest of the site was apportioned in five lots and during the next twenty-five years they were developed with a fine series of public buildings: the School (1844), the Police Station (1847), the Odd Fellows' Hall (1864) and the Primitive Methodist Chapel (1867). These four buildings, together with the Temperance Hall built on the west side of Queen Street in 1843, still survive, and form a most impressive group of early Victorian public buildings.

Primitive Methodist Chapel (now Joseph Wright Hall)

It is to both the architectural importance and the historical significance of this building that this article is devoted.

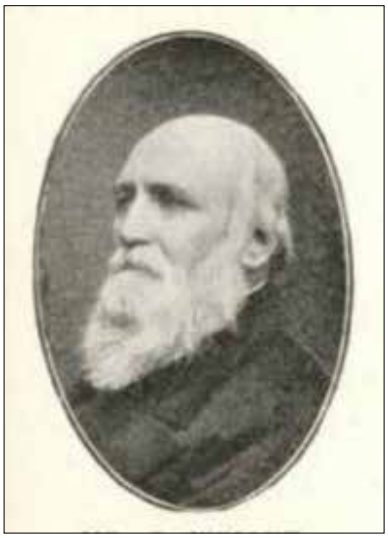
During the 18th century, the Church of England was decadent and in need of reform. This state of affairs spurred John and Charles Wesley to found the Methodist movement within the Established Church. Although John Wesley did not want it, the movement did split off after his death and build its own chapels. Subsequent dissent within the Methodists resulted in the foundation of the Primitive Methodist movement in 1810.

There was immense confidence in Methodism during the 19th century, accompanied by a period of intense chapel building throughout England, many chapels being rebuilt and then rebuilt again. Barton was no exception in all this, both in the Wesleyan and Primitive Methodist movements.

This huge and ornate chapel in Queen Street is, in fact, the third Primitive Methodist Chapel. It was preceded by a chapel built in Newport in 1838, later converted into houses (now nos. 82 – 86), which was itself the successor of the first Primitive Methodist Chapel which stood on the site of the present Central Surgery in King Street.

The foundation stone of the Queen Street chapel was laid in April 1867 and the building was opened by the end of the same year, an extraordinary achievement. The erection of this

The Architect's drawing of the Primitive Methodist Chapel, Queen Street, as built in 1867 (Dr J B Ball Collection)



Joseph Wright, architect of the Primitive Methodist Chapel (from The History of the Primitive Methodist Church by H B Kendall)

building was largely dependent upon voluntary contributions. Only eight months after the foundation stone was laid, the new Primitive Methodist Chapel was opened and special services held. On Christmas Day there were tea and public meetings which were crowded.

The size and extravagance of this building, which cost £1,500 and had seating for 600 people, together with a large Sunday School Room, clearly shows the degree of confidence and the aspirations of nonconformity in mid-Victorian Britain. In this town on Sunday 30th March 1851, the total number who attended the two nonconformist chapels was four times greater than the number who attended the Anglican church.

Barton and Brigg Methodist Circuit is now in the Lincolnshire District, but, until 1932 Barton was in the Hull District, one of the strongest centres of Primitive Methodism in the country.

The Barton Primitive Methodist Chapel was designed by Joseph Wright of Hull (1818 – 85), a pupil of the eminent architect, Cuthbert Brodrick (who designed Leeds Town Hall, The Grand Hotel in Scarborough and other important buildings, including the former Town Hall in Hull). Wright is the architect of at least thirty-five Primitive Methodist chapels in the East Riding and northern Lincolnshire. The Barton chapel, one of Wright's most impressive buildings, is among the last surviving examples of his work.

The chapel, of red brick with polychrome brick and stone dressings, is in the High Victorian 'Romanesque' style, with ornate round-arched doors and windows, bold stringcourses and colourful decoration. The main front has twin gabled doorways with carved stone shafts and deep brick arches, now approached by a modern flight of steps. Above, are a series of stringcourses and decorative brickwork panels, paired arched windows and an ornate pedimented gable, flanked by narrow tower-like sections with tall hipped roofs.

Adjoining the chapel to the south is no. 2 Queen Street, a modest two bay, two-storey, brick and pantile house which accommodated a

The Primitive Methodist Chapel c.1980 – used as the Salvation Army Citadel

The eastern end of the interior of the Primitive Methodist Chapel

caretaker. This house is now privately occupied. Previously thought to be of contemporary build with the Chapel, it has recently been discovered that this dwelling preceded the Chapel, and its left-hand bay had to be demolished to make room for its impressive neighbour.

The Queen Street chapel ceased to be used by the Methodists on Easter Day 1961. The organ, by Forster & Andrews of Hull, was dismantled and sold to Immingham Anglican church; it is now in the parish church at Pickwell, Leicestershire. Subsequently the chapel became the Salvation Army Citadel. The interior of the main hall was substantially redesigned by the insertion of a floor at gallery level, the removal of the ground floor pews and alterations to the frontage, although most of the gallery, together with virtually all the beautiful windows and the plasterwork to the ceiling and organ chamber arch survive. The building was re-opened on 22nd May 1965.

In March 1989, a £60,000 fund was launched by the Salvation Army for urgent repairs. The need for the building to conform with present-day requirements, together with the burden of on-going maintenance, have partly resulted in the Salvation Army relocating to more compact, purpose-built accommodation on Tofts Road.

Conclusion

After a long period of neglect, the importance of 19th century ecclesiastical buildings, both churches and chapels, is only now beginning to be appreciated, both for their architectural qualities and for the message they proclaim.

'Anti-conservationists within the dioceses should perhaps reflect that in an increasingly secular society they will never again be able to afford to build churches which in their number and in their splendour silently preach more than a thousand sermons' (S.Cantacuzino, Saving Old Buildings).

Nonconformist chapels are seemingly the most vulnerable buildings in towns and villages and this chapel in Queen Street is not only an excellent, largely unaltered, example of the work

of Joseph Wright, but also typical of the type of building which is steadily disappearing.

The enthusiasm and determination of our predecessors, who strove for social improvement in the face of great adversity, produced results of which we can be justly proud. Could we today, with all our sophistication and bureaucracy, achieve so much so quickly? The group of buildings in Queen Street, of which the Joseph Wright Hall plays a central part, has won the admiration of people from all over the country, and are all deserving of being restored to their former glory and to again play an important part in the life of the Town.

The Trust's intentions for the Joseph Wright Hall

Queen Street School Preservation Trust took over the Grade II building in 2015 with the intention of preserving it along with the historic setting of the adjacent Grade II* School building (now Wilderspin National School Museum). The Joseph Wright Hall has proved to be an essential annex to the Museum, being much used by visiting school and adult groups, as well as for storage. Twice-weekly painting sessions are run by an independent art tutor who also stages art exhibitions and, of course, Barton Civic Society holds its monthly lecture programme here.

After consulting with the community, it was resolved to develop the building as a venue for creative arts, largely because of the superb hall upstairs, with platform and raked seating. The acoustics in the hall are widely acknowledged to be excellent and it will be ideal for use as a theatre. Already, the building is used by local drama groups, together with South Bank Singers.

Since acquiring the Hall, much improvement and repair work has been carried out by the Trust, with the assistance of Grant funders and the help of its volunteers. This has included:

- Installation of a lift
- Up-grading the heating and electrical installations, together with fire detection/ alarm and emergency lighting
- Comprehensive repair and draught proofing of all windows and provision of black-out blinds
- Reinstatement of missing pew seating and provision of fitted cushions to all pews in the first floor hall.

However, amongst other works, funding is still being sought for:

- Further up-grading of the building to be more compliant with current standards
- Restoration of the building's ground floor frontage to reflect Joseph Wright's original design.

When all this is achieved, the Hall will contribute even more to the rich Victorian tapestry of Queen Street, as well as being a great community asset for Barton.

Acknowledgements

My grateful thanks to Dr. David Neave for his help with the historical notes; to Velda Collis and Jo Mulhearn for their help with the text; to Ian Wolseley and Peter Smurthwaite for their assistance with the illustrations; to the late Geoff Bryant for copies of his plans of Barton and to Jill Simpson for her care and patience with the typing.

A modern view looking down Queen Street

Hewson's Mill – a key part of Barton's outstanding industrial heritage

John French and Keith Miller

The forlorn and neglected tower of this once elegant corn windmill is still a prominent landmark viewed from the Humber Bridge. But few people seeing it today will know that Hewson's Mill is a rare and nationally important survival. It is also the focus of a long-running debate about its conservation within a redevelopment scheme, a debate that has drawn in national bodies and people from across the country. The following article draws on work by local historians and specialists in mill heritage and building conservation, notably Jon Sass, a leading national authority on mills and their restoration. Their work highlights the historic significance of Hewson's Mill and the importance of conserving this 'Great Survivor' as a key part of any redevelopment scheme.

Barton Waterside – the industrial hub of northern Lincolnshire

The Waterside area of Barton was the major industrial hub of northern Lincolnshire before the rise of Scunthorpe in the second half of the 19th century. The Enclosure of Barton in 1793-96 parcelled up the historic communally-organised arable fields and pastures into private land-holdings and thereby enabled these former 'common' lands to be developed by their new owners. New roads were laid out and new farmsteads sprung up in the open landscape around the town. Most dramatic of all were the changes along the Humber Bank where the former common grazing marshes were gradually developed for new industries. Barton Haven provided a focus for a new industrial centre for the ancient town. Water transport was by far the cheapest method for bulk transport, and boats brought in raw materials and shipped out processed products to markets as far afield as West Yorkshire and London. At the same time, the roads improvements brought by parish Enclosures and county Turnpike Trusts greatly improved transport and communications inland from Barton.

During the 19th century the Humber Bank at Barton became lined with brick and tile yards, along with other yards producing coarse pottery, drain-pipes and chimney pots, whilst clay and chalk were quarried for cement manufacture. Chalk was also quarried for the production of whiting used for whitewash, paint and putty, and also to produce lime for mortar for the building trade. Longstanding maritime activity at Barton Haven also gave rise to ship-building and sail-cloth and rope-making. Malting, brewing and tanning were also carried out, later followed by the production of fertilisers and bicycles. There was also a Gas Works on Dam Road burning coal brought by barge from the Yorkshire coalfields.

At the cutting edge of windmill technology

Meanwhile, there were rapid developments in mill technology. The ancient watermill at the head of the Haven, on the site of a mill mentioned in the Domesday Book, was gradually replaced by new windmills housed in

brick towers. The construction of tall brick tower mills was still in its infancy at the beginning of the 19th century. By 1813, when Hewson's Mill was built, the Humber area was in the forefront of the development of this new technology, and this mill, more than any other mill surviving in the North Lincs region, embodies the high quality of the engineering in this region and the important advances in mill technology made here, and which then spread to the rest of the country.

Hewson's Mill is named after the Hewson family who operated it for several generations until the mid-1950s. It was one of five brick tower mills working in Barton from the early 19th century to the first half of the 20th. Amazingly, Hewson's Mill still contains most of its internal mechanism, although it has badly suffered from the effects of weather. Today the mill tower stands together with a miller's cottage and outbuildings in the yard behind the large house formerly owned by the Hewsons, now numbers 23 and 25 Waterside Road.

The mill was built by two enterprising local entrepreneurs, Robert Cook of Barton and Robert Sutton of Walcot. In 1828 Robert Sutton (1774-1835) was described as an inventor, watch and clock maker and maker of hand corn mills and grain-dressing machines. By the mid-1790s they were leasing the old-established Haven watermill near the junction of Waterside Road and the present Maltkiln Lane. They also had nearby a 'smock' windmill with a timber tower on a brick base; in 1810 this mill was advertised to be sold and removed.

The present eight-storied tower mill was erected in 1813 for Cook and Sutton. Its construction and machinery were of a very high standard and incorporated the latest innovations. One of the leading Hull millwrights was probably commissioned, as they were world leaders of this technology by this time.

The 60-foot (18 metres) tower was built of local brick and tarred on the exterior to prevent damp penetration. It was surmounted by a white wooden ogee or 'onion' cap with a ball finial. This design was then becoming common on the new East Yorkshire and Lincolnshire tower mills and eventually became known as the Lincolnshire Cap. It carried four sails and the whole cap assembly could be turned into the wind automatically by an eight-bladed fan mounted high up on the rear of the cap.

The mill is historically important for its innovative features. Its unique combination of finely-made wooden and iron components shows it was at the cutting edge of mill technology. It was also originally equipped with Robert Sutton's own patented 'Gravitational Sails', an innovative design with four long triangular sails which had iron linkages to enable the sail shutters to be opened and closed to control their speed. Other mills recorded as using these sails were the mill at Barton Market Lane and another at Winterton. However, in practice these innovative sails did not meet its inventor's hopes and by 1821 Hewson's Mill was fitted with the more conventional double-sided Cubitt's patent sails (shown here on the early 20th century photograph). An external wooden

A view of the finely-made timberwork on the 3rd floor in 1989, showing elm uprights supporting the heavy framework which carries the millstones and enables them to be adjusted.

The Great Spur Wheel and associated fittings in 1989. The top of the cover to a pair of mill stones is just visible at the bottom of the picture

balcony at the third floor allowed the miller to operate the brake to the sails and adjust the sail shutters by chains.

The tower mill – an elegant machine

The mill has seven floors. The lofty ground floor, 26ft (8m) in diameter, would originally have housed weighing machines and a 'flour dresser' to refine the milled wheat-meal into flour. The first and second floors were used to store and cool the ground meal before being dressed into flour. The third floor is known as the Spout Floor, where wooden spouts brought the meal from the millstones on the floor above. In many ways this floor was like the bridge of a ship. It has mechanisms for controlling the grain feed to the millstones and for adjusting the gap between the grinding surfaces of the stones and hence the fineness of the milling. It also gave access to the balcony.

The fourth 'Stone Floor' still contains four pairs of millstones inside wooden casings. Three pairs are 'French stones' formed of separate blocks of a hard stone imported from France. Around 4ft in diameter, they bear makers' names from Hull and Leeds and were used for producing fine meal for wheat flour. The fourth pair are 'grey stones' of Millstone Grit from the Pennines, used mainly for producing animal feed. The millstones were driven from a large cast-iron Great Spur Wheel fixed to an upright wooden shaft which brought down the power from the turning sails. An iron gear and shaft from the Great Spur Wheel also drove a grain cleaning machine on the floor above, seen in the accompanying illustrations.

The fifth and sixth floors were the 'Bin Floors' where grain was stored in wooden bins before being fed to the millstones below. Sacks of grain were lifted up to these floors by a sack hoist on the top floor. This floor, known as the 'Dust Floor' has a cast-iron kerb attached to the top of the brickwork tower which carried the cap and its sails and enabled them to rotate into the wind. By this point the tower has tapered to 12ft (just over 3.5m) diameter, less than half its ground-floor size.

The tall brick tower with its internal beams and floors, stairways and machinery, and its external balcony, cap and sails, formed an integrated whole. It was effectively an elegant and sophisticated machine, at the forefront of mill technology of the time.

Wind power gradually gives way to steam and oil

By the 1840s wind power was being supplemented at Hewson's by a steam engine in a brick Engine House attached to the east side

of the tower. This in turn was replaced about 1926 by an oil engine. Whereas wind power drove the milling machinery from above, engine power required new fittings on the ground floor to drive the machinery from below, some of which still survive. With the addition of engine power, milling could continue during windless days or storms. The risks of storms was very real: in June 1860, when storms brought widespread devastation throughout Lincolnshire, Hewson's Mill had a sail blown off and machinery damaged, at a cost of about £100 - the equivalent of over £12,000 today.

In 1816 Cook and Sutton had to relinquish the mill property due to bankruptcy following the disastrous collapse of the Barton-based bank of Marris & Nicholson in 1812, an event that brought ruin to many in the area. After several short-term occupants, the Hewson family, millers from Scotter, took on the mill in the early 1840s. They specialised in flour production until wartime legislation in 1917 shifted flour milling away from millstones to the more efficient steel rolling mills. Hewsons then had to focus on milling animal feed. The cap and sails had been removed by the late 1920s and the mill continued with engine power. The Hewson family operated the mill for three generations until the 1940s, after which they ran a corn and flour merchant's business until the mid-1950s.

One of the 'Great Survivors'

Hewson's mill is now one of just two windmills at Barton (out of an original five), and the sole survivor of a complex of industrial mills in the Waterside area. There was another windmill near the Haven mouth, built c.1800, together with two later power-driven whiting mills (for grinding chalk), one of which was working until the 1960s. The old watermill at the head of the Haven closed around 1828, when it was stripped of its machinery, and it was eventually demolished in the 1970s.

Hewson's Mill is one of the very few 'great survivors' in Lincolnshire still containing its original machinery, and is regarded as a rare and very important example of early and innovative tower mill technology. The tower and its adjoining engine house, ancillary stores building and miller's cottage, are all Grade 2 Listed Buildings. Sadly, the property has suffered many years of neglect, and the interior of the tower has deteriorated since the photos shown here, with some flooring and machinery now dislodged from its original position.

The new redevelopment proposals

Following many years of lack of commercial interest in the site, it was acquired several years ago by Keigar Homes who in 2018 and 2019 lodged planning applications to convert the tower mill to a dwelling, retain parts the adjoining buildings and redevelop the rest of the site for new housing. This was welcomed in principle by historic mill specialists, Barton Civic Society and national heritage bodies including Historic England, The Society for the Protection of Ancient Buildings, The Georgian Group and the Council for British Archaeology. All agreed that redevelopment of the site could be justified if it was tied to the conservation of the historic buildings, and in particular to the proper restoration of the mill machinery and fittings. There were, however, serious reservations on the heritage side about the scale of the proposed redevelopment, and much discussion on the details of the scheme and the treatment of the mill and its adjoining buildings. It was generally felt that the heritage importance of the mill complex and its conservation potential were not fully appreciated.

In his response to the planning application, Jon Sass, a leading mill specialist and the foremost expert on Lincolnshire mills, emphasised the importance of Hewson's Mill: "From long experience in both operating and recording traditional mills, I cannot over-stress the heritage importance of the rarity and high-quality of the machinery at Hewson's Mill, which represents the latest technology at the time of its building in 1813. The millwrights responsible for Hewson's Mill were world leaders in developing mill technology and the existence here of internal historic machinery and fittings, albeit in poor repair, makes Hewson's Mill a rare survival regionally and nationally. The mill tower and its historic machinery, fixtures and fittings are an integrated whole, and the retention, restoration and conservation of these interior features is essential to retaining the high heritage significance of the mill, and is also

The listed ancillary mill building at Hewsons Mill in 2009. Note the partly-blocked waggon opening on the right

The listed Mill Cottage at Hewsons Mill in 2009

essential in order to provide justification for the accompanying listed building demolition and new building development in the setting of the listed mill". Jon then explains how the restoration of the Mill and its conversion could be sympathetically carried out.

Geraldine Mathieson, another regional specialist in mills and industrial heritage, adds that 'Whilst the listing of windmills tends to focus on the brickwork, it is the machinery and its arrangement that is arguably of higher significance. Each mill is hand-built and tells its own story through the individual features within the building. Collectively, each preserved mill tells the story of mill development and the variations in construction and operation. For that reason, all and any machinery should be preserved in situ. The machinery here at Hewson's Mill is almost complete and worthy of preservation despite any rot, rust and breakages.'

The planning application was revised several times between 2018 and 2021, each bringing further responses from conservation bodies. A major concern was the developer's original proposal to employ a demolition firm to strip the tower of its interior fittings and machinery from above, using a crane. Conservation specialists all feel that this untried and untested method would prevent the conservation of the interior in situ and risk further damage. They have urged a more considered and cautious approach, with specialists (including an experienced millwright) employed to supervise the work, which should instead proceed from the ground upwards, consolidating the interior and its machinery floor-by-floor, with only limited removals from the top.

In 2021, in response to the various conservation concerns, the developers commissioned a specialist survey of the mill by Teme Valley Heritage Engineers. Their survey report provided a clearer picture of the condition of the mill interior and its remaining machinery, which has deteriorated since its last survey in 1989. The new report supports tackling the mill from the ground upwards, along with some limited initial removals from the top. It also confirms the high heritage value of the mill, concluding that 'The layout of the surviving internal machinery is of special interest, with no surviving precedent in Lincolnshire or beyond. The combination of wooden and iron machinery is notable…making what does remain of the machinery important to conserve'.

Historic England shares this assessment, saying that all the surviving mill machinery should be retained in situ, and that a detailed methodology should be agreed to retain internal fabric and machinery wherever possible, because 'the evidence of how the machinery works as a whole in the working mill is a key part of the significance of the listed building'. Other national bodies, including The Georgian Group and the Council for British Archaeology, echo these views. The new development proposals include a new dwelling in the tower, primarily on the lower floors, with the machinery retained on the floors above. However the details of the

scheme have led to concerns that the proposals as they stand would not allow the proper conservation of the historic features, and careful attention will need to be paid to the final details.

The heritage bodies are also concerned about the treatment of the listed mill cottage and ancillary stores and their proposed replacement with new buildings. The former Engine House attached to the Mill was not long ago demolished by the owners without Listed Building Consent, and the remaining buildings have continued to deteriorate due to lack of protection. The redevelopment plans now include a new dwelling on the site of the Engine House attached to the tower, and the miller's cottage and ancillary stores building are to be cleared away to make room for a large new three-storey block containing three dwellings This has also been highly contentious, as many argue that this would be out of place alongside the mill tower, where buildings were deliberately kept at low level in order to allow the sails to rotate. They urged instead a straightforward conservation scheme, restoring and remodelling these listed buildings to provide modern accommodation whilst retaining their historic appearance and thereby also preserving something of the historic setting of the mill.

Planning approval granted

In his report on the application, North Lincolnshire Council's Conservation Officer advised that 'disruption and impact to the setting of the Mill and the outbuildings would be considered as long as the Mill tower and its fabric and internal equipment was carefully conserved…to retain as much of the original fabric as possible'. He then added 'Therefore, the external alterations to the Mill site, including the demolition of the existing listed outbuildings which are in very poor condition and their replacement can be considered as enabling development to achieve this'. He made it clear that 'in order to conserve the significance of the Mill it is essential that all the surviving equipment and machinery is restored and put back in its original position'.

Last October the North Lincs Council conditionally approved the application including the restoration and conversion of the mill tower to a house, the demolition of the listed cottage and ancillary outbuilding and redevelopment of the Mill Yard. Planning conditions require the Council's agreement to details of the developer's proposals, which hopefully should ensure that the historic mill and its interior are treated sympathetically.

The next chapter in the mill's story

Hewson's Mill and its associated buildings have seen through many changes of fortune over the last two hundred years or so. It would be a tragedy now if the mill tower and its unique interior features were not conserved for future generations. This would still allow new development on the rest of the property. Indeed, the high density of the redevelopment here is specifically justified in order to fund the work on the mill. There is potential here for a genuine heritage-led regeneration scheme. The restoration of the historic mill with its machinery, together with the fitting of a replica Lincolnshire cap, traditional windows and an external balcony, would greatly enhance this outstanding industrial monument and make an attractive landmark in this redeveloping part of the town.

People in Barton and across the country are now watching to see how the next stage in the story of Hewson's Mill unfolds…

Vera Lenham – a Hull Evacuee

Nigel Land

Vera, 1942. Aged 9

Liz Bennet learned about Vera (née Lenham) Drewery's wartime evacuation to Barton through a mutual friend and asked me to record her story. Hull's WWII tribulations are detailed in a 1978 publication by T. Geraghty: 'A North-East Coast Town – Ordeal and Triumph'. Planning for the evacuation of children and other vulnerable people was requested by the Government in January 1939 and implementation actually started on 1st September of that year. It was proposed to relocate 100,000 people but, initially only 30,632 actually moved from Hull. Of these, as time passed and no bombs fell, some returned and it was not until major bombing raids started in May 1941 that mass evacuation got underway. In total, according to Geraghty, 61,313 children were eventually relocated, either through the Government scheme or by private arrangement.

Vera's family lived close to the Docks at 13 York Terrace, Pelham Street, just north of the Humber and her older sister, Jean, was the first to leave when she relocated to Brigg in 1940 and lived above Sargent's butcher's shop on Bridge Street. With echoes of the current relocation of Ukrainian refugees, our evacuees relied on the goodwill of the public for somewhere to stay and, in many cases, this meant spending years far from home. Vera's first move was to nearby Preston, just five miles east of her home and no safer, so her father brought her home after just one week. Following the May blitz and frequent nights in the shelters, Vera, just 8 years old, her mother and brother James, born in 1938, had to move; as her mother's sister, Doris Wright and husband Stan, lived on Castledyke, Barton, this south bank town was chosen. Quite close as the crow flies, but not on the bombing runs, the three made it to Barton after a very long bus ride via Howden and Scunthorpe, and arrived at Castledyke. After a while they heard that Mrs Oldridge, who had a shop on Waterside Road, had made three rows of cottages available on Barraclough Lane, Waterside Road and they moved in to number 26. Facilities were basic, of course, with outside 'privies', no bathroom, gas lighting – you had to be careful not to break the wick when lighting up the cooking range and the coal fire in the living room. Her father worked as a fire warden for Horsley Smith & Co Ltd, timber importers based at Victoria Dock, so a high-risk business when incendiary bombs were falling. He visited Barton when he could and managed to set up a chicken run and rabbit hutches on the land behind the cottages, which kept young Vera busy, especially collecting rabbit food and carrying the chickens into the open garden area for exercise. They were never short of food for themselves and Uncle Stan, who worked on the railways on parcel sorting, had an allotment, so plenty of vegetables were available. Food was rationed, of course and her mother used to take her ration book to a shop on Waterside Road and get the groceries. Vera remembers the shop had lots of tins with glass tops, filled with different kinds of biscuits and her mother used to buy a bag of mixed biscuits from there. Sweets were limited to just 2oz a week, so not many to go round! Rationing lasted for several years after the war, of course and Vera remembers still using a ration book when she married in 1955.

County School

V.E Day

Her best friend was her cousin, Betty Clegg, the daughter of her mother's sister Mabel and who had also moved across the Humber, staying with Doris and Stan and their daughter Doreen on Castledyke. She has happy memories of her years in Barton and spent a lot of time with Betty, sometimes watching films at one of the two cinemas which were the Star and the Oxford. On the way to 'the pictures', she recalls stopping at an orchard owned by the Hastings (she thinks) family and buying a bag of dropped apples for a penny. Barton was a quiet town in those years, of course, when most people walked and car ownership was rare.

Vera attended County School (now Castledyke School) during her years on the south bank and remembers Mr Taylor, the Headmaster and Mr and Miss Furniss, who were brother and sister and both teachers. Mr Taylor's daughter Pat was in her class and she has fond memories of the school and also of St Chad's Sunday School. She made lots of friends, including Phyllis Gadie, who lived just down the road at the Point. Like many of her friends, she joined Barton Girl Guides, as did Betty, and recalls meeting the very first Chief Guide, Lady Baden-Powell, during a visit she made to the town. There were around 20 members and the meetings were a highlight of the week. Regular visits were made to Baysgarth Park and to the Point to see Phyllis and watch boats being launched at Clapson's boat yard, where they sometimes got drenched if they stood too close! During holidays it was a case of out all morning, back for dinner then out again for the afternoon. When her Dad visited he liked to go fishing on the ponds and Vera would go with him. For evening entertainment at home there was the radio and Vera recalls listening to Dick Barton, Special Agent and Paul Temple.

About once a month they would take the ferry from New Holland to visit her grandma in Hull, whose house was just next door to theirs and two aunts, who lived in the same terrace, so they all kept in touch. Children spent a lot of time outside, of course and Vera remembers fine summer weather and the freedom to go anywhere. As well as foraging for rabbit food on her bike, she used to collect rosehips in a basket in season and take them to school. In autumn the boys would climb the horse-chestnut trees, shake the branches and they were set for playing conkers. Hopscotch was also a popular game.

While it was a dreadful time for adults, who could see Hull burning just across the Humber during and after the bombing raids, Vera recalls how she and her friends 'took things in their stride', 'did as they were told' and made the most of it. There was always snow to look forward to in winter and her father made a sledge which she remembers was great fun.

Life in Barton continued until V-E Day, Tuesday 8 May 1945, after which all evacuees returned home. The street group photograph will be known to many readers and was taken on Far Ings Road. Vera is on the back row, sixth from the left in a white dress. The County School photo is one I was kindly given a scan of by my much-missed friend, Brian Peeps. I am sure it must also be a V-E Day photo as it was a school day and is clearly a celebration. Vera is on the left and a feint arrow marks her position.

After the war Vera and her family were very fortunate to be able to return to their undamaged home in York Terrace. From Geraghty's book there were 92,660 houses in Hull in September 1939 and during the war

1,472 were totally destroyed; 2,882 had to be demolished and just 5,945 escaped damage in any form. On her return, Vera attended both Craven St and Crowle St Schools as, due to bomb damage, they were combined until repairs could be completed.

During my visit I gave Vera a copy of 'A Doctor's War -Tom Kirk's Diaries'. This book is quite astonishing in the way it describes the work of a GP during wartime. Vera remembers Dr Ethel Kirk and I am sure she will enjoy reading about the couple's wartime work. For readers who have not seen it, do get a copy from The Ropewalk or from Wilderspin School – excellent value at just £10.

The Michael Caine / Get Carter Chair

Monty Martin

[Seeking a Suitable Memorial for Ted Lewis, Barton's Artistic Polymath]

'The Chair'

Michael Caine and Ted Lewis on the set of Get Carter.

"Not many people know this" was the urgent quip often heard from supporters, anxiously letting us know us that Sir Michael Caine was downsizing, auctioning his memorabilia including the 1970 Get Carter directors' chair. Wouldn't it be great to bring it to Barton? How would The Ted Lewis Centre, recipients of three Civic Society Awards, approach the situation? Wouldn't that chair indeed grace the Centre and be a fitting memorial Barton's novelist, Ted Lewis, and his work?

The Centre, which is a charity dedicated to preserving and sharing the art of that celebrated artist, did not have the estimated price of £1,200 to spend. Indeed, that figure seemed to be more of a tempter than an estimate. The sum of £2,500, which appeared to be a more realistic value, was out of reach. However, this is what Crowdfunding is for. Astonishingly we reached the target two days before the auction and the train journey to Bonhams Auction House in London was on.

As a youngster in the nineteen fifties, Ted Lewis had been hooked on action movies. He spent many hours watching them at the two old Barton cinemas, The Star on High Street (where Fleetgate Hardware now stands) and the Oxford, which stood at the corner of Newport and Maltby Lane. He admired strong silent ruthless characters played by actors such as

Lee Marvin. After much worldly experience, however, he created such an iconic character of his own. His second novel was 'Jack's Return Home'. He could hardly have realised that he was writing iconic hard boiled criminal enforcer, Jack Carter, into fiction and cinematic history. Still less can he have expected that the character would be played by master of the screen, Michael Caine. However, the dream came true and Lewis was paid an equivalent of £145,000 for the rights to what became Get Carter. Ted's cup was overflowing and his reputation made. No remote Internet bidding was acceptable for this significant auction – we had to be at the front line. When the auction day arrived, it involved a train journey, not as Jack Carter took from Kings Cross to Scunthorpe but from Hull Paragon to London's Kings Cross instead, for now we have the Humber Bridge. Then there was a yomp from that station to the auction room, for the RMT union had called a Tube strike and shoe leather was king in the capital that day. What's more, the drizzle drizzled, a fitting backdrop, for the novel's oft quoted opening words were 'The rain rained'. Fortified by an all-day breakfast at Luigis, the game was on.

The discreet quality entrance into Bonham's Auction House in Mayfair is appropriately via a whispering revolving crystal glass door, and a fifty-yard plush red carpet over which wet footsteps squelched rather than sashayed. There were tastefully concealed LCD lights rather than flash bulbs. A buzz and confidence within, were in stark contrast to feelings of uncertainty derived from a paucity of purse. Generous supporters had pledged over £2,500 but was that enough? We had responsibility for these donations and auctions are often about tactics as well as sufficient money.

Gallery 2 bulged with a staggering display of elegance, the items of which were advertised as Sir Michael Caine's cast offs. Whether he called them that or, possibly Lady Caine insisted, we cannot say. Posters for nearly each of the very many films in which the star had appeared, lined, ever so tastefully, several yards of wall surfaces. Gleaming discreetly in secure glass display cabinets were Shakira Caine's dramatic Cleopatra style neck and head adornments. In another, was Sir Michael's Rolex in all its unnecessarily chunky boastfulness. Original art in spades had been transported from the former mansion in which a frail Alfie, felt was now inappropriate. Plainly, a very expensive auction was in sight.

And then there it was, Lot 12, 'The Chair' we had dreamed of acquiring. Courteous staff smiled at a naïve hesitating iPhone camera sweep of the goodies, a necessary souvenir should the enterprise come to nothing and which now seemed was an increasingly likely outcome. But fail or succeed, we needed to be present to tell the story. And this is that story.

Almost unbidden, Bonham's staff smoothly went about preparing a previously empty but cavernous main gallery that was designated for the extra-large number of bidders expected. Chairs filled the space effortlessly but comprehensively. An army of potential bidders crowded in and sat down expectantly. Eight telephone bidding stations manned by alert bidding agents were overlooked by predatory Internet screens. A sophisticated indoor cherry picker, to whose movements the front door whisperer had turned her attention, enabled perfect adjustment of the overhead lights in a suitably domed roof; a giant screen was erected and tested to light up images of each exhibit housed in the gallery above. The scene was set, so no turning back.

Then, the hush. A second huge video screen burst into life as Sir Michael welcomed everyone and explained how and why he chose to sell. Then the action began, prefaced by the bad news. A reminder that Bonhams buyers' premium was twenty-eight percent. We knew this from the terms and conditions, but it was an expensive burden nonetheless.

Lot 1, a mere poster with a guide price of a few hundred, went for an astonishing £11,000 after its fierce fifteen-minute bidding battle. Our chances of success seemed doomed in that moment. If a commemorative sheet of paper fetched such an inflated price how much would it be to buy a unique piece of furniture emblazoned with the name of a star who was renowned and loved throughout the Western World?

The Ted Lewis Centre, Ferriby Road

Inside the Oxford Cinema, owned by Cliff Whitley. The seats on the balcony were doubles for dalliances.

After an agonising hour, our objective, Lot 12, came up. Oh no, it was yet another poster, not 'The Chair'! Panic set in as the glossy but bulky catalogue was still in the Centre on display and there were no means of checking in that urgent and well-ordered forum. Goodness knows what Lot 12 went for as panic set in, so much so, that lot 13 was called almost unnoticed, swiftly on the heels of its predecessor as there was urgency in the air. Suddenly, an image of our chair sprang up on the screen. Its number had been misremembered. Bids tumbled in before brain focus or the activation of our promised iPhone phone recording of the auction process. Our target price was £3,100. As the price had already reached £2,500 and ploughed onwards, the story seemed to be coming rapidly to its inevitable denouement. Then came our subconscious and almost involuntary wave of our number, 725. Unaccountably this was taken as increase of £300 rather than the previous tranches of 200. £2,800 was therefore taken as our unspoken bid. Had the bid level been taken as £2,700, as expected, there could have been only one other opposing bid before we could make a final desperate final one of £3,100, the limit. Would the game be lost just as Jack Carter's was on the side of the Humber Estuary in the Lewis's novel?

Or was it lost? Although the previous telephone bidder was being encouraged to bid further, she happily declined but there was a disappointing but predictable Internet intervention at the very last moment. £3,000. Instantly, and imprudently, number 725 was waved again, this time in pure resentment. But there weren't enough pledges to cover it. Mr. Internet happily dropped out but another was encouraged to wade in. We waved again. Why? All the money we didn't have. The bids had returned to 200 pounds raises when a third Mr Internet came in. £4,800. Oh well, there was always a credit card, but a theoretical adjusted ceiling would have be £5,100.

"Thank you, sir, five thousand pounds." Our hopes were gone, for this had to be our very final bid as the next one would be £5,200, above the re-adjusted unofficial limit. Any hope of being able to make another bid disappeared.

Mr Auctioneer, a canny cove, rubbed in misery with sickly smiles, cajoling more telephone bidders, eyeballing the Internet screen, also seeking to drum up more advances from the floor. His skill and determination had previously paid dividends; he knew his business. Another few crucial seconds and it would all be over. It seemed like an hour. Well, that was that then.

"Well done on the floor, it's yours". The auctioneer had been unable to summon any more bids and he had just used that gavel to strike the podium. Shock. Unaccountably and unbelievably, 'The Chair' seemed, to be ours.

The auction process had taken three times as long as predicted. Was there enough time to reach the Tube and catch the Hull train from Kings Cross? Were any Underground lines running at all? The image of 'The Chair' had already disappeared from the auction screen. Had we really bought it?

On the 8.30 back to Hull, out of the darkened window, stared the wraith of a buyer's premium of a huge £1,600. That was really no joke.

However, just then, a cheery refreshment steward appeared, offering palliative steaming cups of coffee. Suddenly, certainty and confidence returned. Despite other coach travellers seeming to be of a singularly reclusive nature, there was a sudden wave of joy. “Yes, yes, yes,” was the cry accompanied by air pumps and the startled carriage’s disapprobation.

The steward discreetly wiped the spilt coffee from the table.

The Centre happily managed to fill the shortfall between the crowdfunding and the chair’s bid price. It can be seen at the Ted Lewis Centre each Sunday between 10.00 and 14.00, during Heritage Week in September and for group bookings. The Centre also contains a full standing exhibition, archive, audio visual and a Get Carter Experience. Grateful thanks to all who contributed and helped with the enterprise.

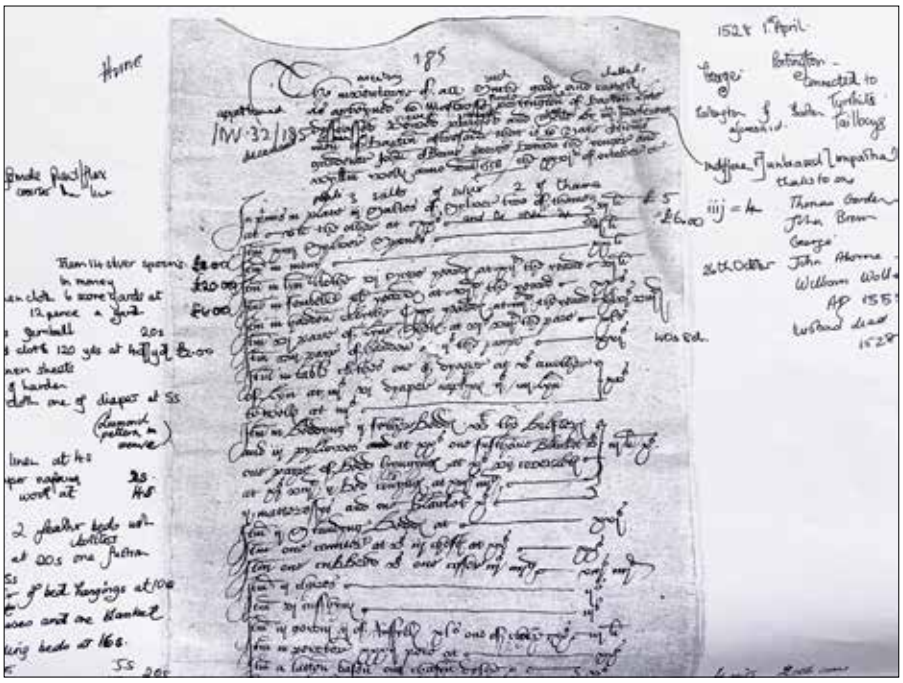
Talks from the 2021-2022 programme

A Glimpse of Tudor Domestic Life in Barton

[A Talk by Neil Wilkyn on Friday 19th November 2021 at 7.30pm]

Written up by Ursula Vickerton from notes taken at the time

On Friday 19 November evening the Barton Civic Society members gathered in the Wilderspin Victorian Classroom of Wilderspin National School Museum. In a very atmospheric setting we sat down and were spellbound in the gas light of the early Victorian classroom, learning about domestic life in Barton upon Humber in Tudor times.



‘Notes from a course on Tudor Inventories’.

Neil Wilkyn has explored Tudor life in this area with groups of students with the Workers’ Education Association (‘WEA’), in Barnetby, Barrow, Barton and elsewhere. Some groups have worked together on original material and sources and published their findings. Barnetby WEA, produced, for example, *‘All Things Forgotten….’* in 1999, about village life in the 16th and 17th centuries.

Neil Wilkyn has over many years read and ‘translated’ probate inventories for people living in Tudor times. These documents were drawn up listing household goods, chattels, business tools, assets, crops, livestock, clothes and stores, all valued shortly after death. The task was carried out by three or four people who swore an oath to carry out their duties truthfully. These inventories are deposited in the Lincolnshire Archives Office, Lincoln and are public records.

In this area, by 1565 the Yarborough family were Lincolnshire landowners and by 1605 so were the Nelthorpe Family. By the early 16th century, the Sheffield family also owned considerable lands and property in this area. Some of the oldest standing buildings in Barton include 51 Fleetgate, St Mary’s and St Peter’s Churches, the Beck and Tyrwhitt Hall. Barton is situated at the south of the Humber Estuary alongside Barton Haven, in a large rural parish at the northern boundary of Lincolnshire.

Neil gave out some illustrations of Tudor mud and stud thatched cottages and explained to us about all the main features as well as typical objects and styles of handwriting from that period. He then explained that there were 120 inventories in the Lincolnshire archives for the Barton upon Humber parish between 1520 and 1740's. He explained that in Tudor times most people spent around 80% of their income on food whilst in modern times only 15% or so of typical household incomes is spent on food. Roads would have been made of earth and stone. There was no lighting and no glass so small openings were covered with oiled cloth to keep homes a little warmer. Neil highly recommended for those interested in learning more about this subject, the publication, *'How to be a Tudor',* by Ruth Goodman, Penguin 2016. Reminders and explanations of the currency and coins in Britain were provided: £[L], s and d [ie pounds, shillings and pence] were in silver or gold coins; with 12 pence in a shilling and 20 shillings in a pound; there was no paper money; a sovereign, a small gold coin was a pound; half a crown was 2 shillings and 6 pence; a crown was 5 shillings. Wages for a skilled man were 4d to 6d a day.

We all studied together the many copies of an inventory made for Henrye Patryke, husbandman of Barton upon Humber, made the first day of December 1546.

The inventory gives a detailed and vivid picture of the cattle, crops, and chattels in the hall, in the parlour, in the chamber and kitchen with also debts oweing to Henry Patryke and debts he doth owe.

It is a complex and time-consuming process to unpick and understand the items listed and the values assigned. By looking at a series of inventories from the same place and similar dates, more understanding of the hands and terms can be gained with time and study.

We learn that Henry at the time of his death owned 10 horses, 2 couple of oxen, 7 cattle with 2 followers, 55 sheep young and old, and the geese, ducks, hens and cocks are not counted just given an overall value. His livestock were valued at 20L, 13s and 8d. Almost half the value was in horses and oxen, the main animals needed and used in his farming activity, ie the tractors, vans and cars of their day.

The appraisers walked around the property listing all items of value and it is interesting to realise the simple everyday items are listed and valued and it is also clear that there was brewing because malt and barley were held. However, whilst some inventories give us more details of books, clothes and other goods needed, this inventory does not. Perhaps these were not of special note or value. In those days, clothes, and household furniture, cushions etc were made at home and there was a good market in second hand clothes, cushions, pans, sheets, furniture and other household contents.

After a period of further questions, the evening talk ended with simple refreshments from paper disposable cups of tea and coffee in the shop/foyer area of the Wilderspin National School Museum. Members and visitors present, showed their appreciation to Neil Wilkyn, for giving us all an excellent evening, covering word by word an inventory taken in our town in 1546 in the reign of Henry VIII. We had been taken back to a simple way of life, almost 500 years ago in Barton-upon-Humber, of a husbandman or small farmer and his home, chattels and debts due to and from. Thanks were also given to Ian Wolseley and other volunteers of WNS, who due to ongoing works at next door Joseph Wright Hall, carried the extra chairs in the early Victorian Classroom from the early 1840s, so the planned evening presentation could take place, without slides or power-point.

You tightened the strings/ ropes of your bedframe supporting your mattress… From this comes "sleep tight and don't let the bugs bite"… A variety of bugs and animals would have lived in the thatched roofs and other areas of the house.

As a source for local and regional history, the importance of probate inventories can scarcely be over-stated. Whilst David Williams and others have worked on the records of Tudor England in Barton upon Humber, as yet, as far as I am aware there is little published history available as yet.

Ships Sail Right into the Heart of Hull

[A Talk by Colin Cooper on Friday 18th February 2022 in the Joseph Wright Main Hall from 2 pm]

Written up by Ursula Vickerton from notes made at the time of the talk

This talk took place on a Friday afternoon with the strong winds of Storm Eunice gusting outside, closing the Humber Bridge to all forms of traffic from 1.30 pm that day. Upwards of 45 to 50 members and visitors ventured out to the newly re-opened Joseph Wright Hall complete with a lift and comfortable padded new red chairs and many ranks of the Victorian, former Primitive Methodist, wooden pews. The black-out was effective and we were very grateful to Mr Cooper, who had come from Hull, in this very stormy weather, even though risking being unable to return via the Humber Bridge.

Mr Cooper explained and put into context for us all how the layout, transport links and character of Hull has been shaped by its geography, history, industries and peoples from many parts of the UK, Europe and the rest of the world having; it has a strong maritime tradition.

Hull's character arose from it being the "World's Largest Fishing Port". Hull had 13 miles of quays and 200 acres of enclosed docks plus the heavily industrialised river which gave Hull its name. Then there was the Old Town and its arc of Queens Dock, Princes Dock and Humber Dock, allowing ocean-going vessels and trawlers to sail right into the heart of the city. From the 1900s onwards an extensive maze of local railways lines and level crossings encircled the built-up area of Hull and served the many docks along the Humber Bank.The lines ran to the goods stations in Neptune Street and Railway Street beside the Humber Dock. A simple map was shown on the screen, simple, but similar to Bacon's 1906 Map. (In 1981, Humberside County Leisure Services produced and sold under ISBN 0 9501233 8 2 , a folder of copies of maps showing Hull's development from the 14th century to Bacon's of 1906. This map is a detailed street directory of that date, issued with Kelly's directories and clearly shows all the railway lines, stations, crossings with major roads, docks, the surrounding fields and all streets and open spaces, which are named. In 1888, Hull had become a county borough, and in 1897 had the title of "City" conferred on it by the Charter of Queen Victoria. [In 1906, the population was over 260,000.]

The City of Hull after 1939 and the Second World War created problems of a new and unprecedented kind. The bombing of Hull was persistent and severe (from September 1939 until July 1943). About 10% of the houses were destroyed or damaged and the centre of the city, with docks, quays and industry was particularly badly hit.

In 1959 there were 17 level crossings which brought the road traffic to a halt with the many trains. The river traffic moving up the Hull from the Humber on the higher tides did the same. The river Hull which runs inland only to Beverley is not wide but cuts the city into East and West Hull and its many swing bridges added to the road traffic problems.

Mr Cooper who clearly was very knowledgeable and a keen member of Hull Civic Society, illustrated his talk with many wonderful, mostly black and white photographs taken of Hull in 1959. He took us on a semi-circular journey including Paragon Station, Victoria Dock (timber importation areas), Clarence Street and elsewhere. He showed us new buildings built in the 1950s and 1960s to replace many destroyed in WW2 and giving the city centre a modern new look. The improvements included Hammonds Department Store, Queen's House, the filling in of Queen's Dock and replacing with flowerbeds, fountains and a new green space, a new college of Technology, Architecture and Art to the north end of the new Queen's Gardens, a 1960s large central Police station to the west, many multi-storey car parks and other buildings in cement and glass. These were all constructed where once lines of ships and busy related industries had existed right in the city centre.

Mr Cooper showed us images of ships, made initially in Beverley and towed down the river Hull to be finished with engines and other parts for the coastal trade with London. He remembered from his school days that he went

with parents and some of his classmates on a trip to London on such a merchant marine ship. He also showed us photographs of the Humber Dock, ships of the Associated Humber Line and the thriving and busy fruit markets on the east side of the Humber Dock and the south of Myton gate. (In the 80s and 90s it was not unusual to see a man with a sac-barrow and some boxes of fruit and vegetables being pushed along by hand to the old covered retail fruit and vegetable market.) At one point, Hull had been a major fruit and vegetable port and about one third of the country's fresh fruit and vegetables came in via the Hull Docks. Photographs were also shown of the fire boats and old views of the very busy river barge traffic. At times it was said you could cross the River Hull walking from boat to boat!

We were shown pictures of Wellington Street in 1809, which we were told was still busy in 1854, and also Nelson Street. Ferries such as the Lincoln Castle, were run by British Railways from New Holland Pier to Victoria Pier at the southern end of the Old Town near to the wholesale fruit and vegetable quarter at Nelson Street. The grand Victorian Ticket Office was near Victoria Pier and the only British Railways ticket office without a train or track. The whole area is worth exploring if you have not done so and we saw pictures of horses at the horse wash close to the Pier. Stamps boats also brought goods, furniture etc to and from Barton. (I remember using the ferry to travel to and from work before the Humber Bridge opened in 1981, and seeing men after a dusty night shift downing pints in the morning and the school children returning to weekly boarding schools in smart uniforms. I witnessed the tight exact driving required when driving on and off the ferry and remember running down the icy pier of New Holland having missed the train, gulping in cold air to catch the ferry.)

We saw views of famous ice cream shops including G. Stevens & Son from Italy, reference to this now seen in Hull Street Live Museum. There were lots of migration boats; in 1881, 50,000 passengers from Russia, Poland, Eastern Europe came into Hull. By the 1890s over 100,000 came to Hull for shelter, made homes whilst others went onward by trains to elsewhere in the UK, America and other countries. We were shown ships of the Wilson Line, which ran holiday cruises to Norway and other places. We saw a 1959 picture showing many David Brown tractors waiting to be exported from Hull Docks. Many famous business men, including Mr Marks of Marks and Spencer fame, came into Hull and then travelled to Leeds to settle. Also, Ali Johnson, Burton's founder was here in Hull. We were taken on a 41 bus over Drypool Bridge near the Joseph Wright Flour Mills; the port of Hull was a major grain importer.

Outside we heard strong winds at around 2.40 pm; we had received advice earlier that day to stay at home.

Mr Cooper showed us photos of bridges and various pubs including the Victoria Dock Tavern in the 1830s. Victoria Dock was the first dock built east of the River Hull. Alexandra Dock was built in 1885 for coal exports. We were shown photos of massive railway sidings constructed for the export of coal and pit props; these were closed in the 1950s. By the 1950s cars and vehicles were exported there. There was a large wool shed with about one third of the wool imports handled being taken to the West Yorkshire Mills. Large unloading equipment (cranes) and large grain silo facilities were shown.

In the 1950s there were strikes in the Hull Docks. Some dockers were "hand scuttlers" working in very hot, large dark holds of ships. Moving the grain by hand was called scuttling; this was hard and hot work. There were eleven days of stoppage. With new Unions and methods, facilities improved with four new elevators which could suck the grain out of the ship's holds and into barges alongside. Also shown were photographs of E type Jaguars for export from the port.

There were big timber imports via King George docks for local caravan manufacturing factories. Large vessels unloaded mechanically as packages were not individually handled as elsewhere in Hull Docks. At Salt End a petroleum jetty originally made ethanol, but greatly expanded and eventually a large chemical plants/ complex and refinery 'BP' was in existence now [Ineos].

The Hull to Withernsea railway route never had a spur off route built. In 1957 British Railway diesel trains in the Hull District were clean and comfortable, a bit like trams and buses when new. Holderness Road had trolley buses. We saw a photo of a Withernsea train coming around the city (LNER Hull and Hornsea BR). Edible oils, for seed crushing, was a major industry in East Hull and near the River Hull. British oil and cake mills thrived. In the 1950s goods were taken on barges as far as Beverley and unloaded at Beverley Beck. Warehouses, tannery and oil mills were built near the river. Further photos were shown of Hodgson's' fleet of barges, Stepney Station and Spring Bank junction with Spring Bank West. The station here was called Botanic Gardens Station (as formerly Hull's Botanic Gardens were nearby). Images of Hammonds with trolley buses at the centre of Hull completed this set of pictures.

In 1959 Cliff Richard was 18 years old and had his first hit 'Living Doll'. In that year Hull was Britain's third most important port; these were the Golden Hey Days. By the mid-1960s times were changing and Dr Richard Beeching's 'reorganisation of railways 1963 report' was produced. Fifty percent of all passenger stations were closed and there was thirty percent less traffic; rail freight to docks had a massive fall. There was loss in firstly the fresh fish trade and then the timber trade. BP continued to use rail for oil transport. The problem was that the freightliner goods train services terminus was a long way from the Hull docks. Roll-on / roll-off started on the English/ Sweden line. Strikes started weekly and on random days in the docks. Unionised labour had a bad impact on trade levels. In the decade of the 1960s there was hope for admittance to the 'Common Market'. Many Hull based shipping lines relocated to the continent and loaded goods on to smaller boats, coming into non-union docks / quays such as New Holland and elsewhere.

By the 1964 Cod Wars with Iceland, first freezer fishing trawlers were introduced and Iceland declared a 200 miles exclusive fishing zone area. By 1978, most of the Hull Fishing Fleet sold/ moved abroad; 9,000 jobs were lost and also a whole way of life in Hull. By 1978/80 major loss of tonnages were suffered. (I moved and began working in Hull in summer 1981. I remember the business depression with closure in early 1981 of one of two steel plants in Scunthorpe, dealing with the winding up of the Hull Bobbers, the abolition of the National Dock Labour Regulations and the move to containers and much more mechanisation in the docks.)

By 2016, Hull was a base for the Hull green park factories, Siemens, manufacturing large wind turbines for capture of energy from the wind in the North Sea. Loss of so much of the industry and dock traffic had gone from the fishing Industry and glory days.

Colin Cooper was thanked by Ian Wolseley after a brief period of questions. He was thanked especially for making the meeting to give the talk at the third date, due to COVID restrictions. All who had ventured out and attended in the upper Joseph Wright Hall were thanked also for turning out on such a cold, windy stormy day. This was the first Barton Civic Society talk for 2022 and the first afternoon one in recent years.

Suggested reading:

The Development of Kingston Upon Hull shown by contemporary maps and views, 1981 Humberside County Leisure Services Local Studies Resource Publication No. 1

A History of Hull by Edward Gillett and Kenneth A. MacMahon Hull University Press 1989

Hull Culture, History, Place Liverpool University Press 2017, 'Fresh look at Hull History'

Recreation Management along the Humber Estuary

[A presentation by Alan Jones on Friday 18th March 2022 at 7.30pm in the Joseph Wright Hall]

written up by Ursula Vickerton from notes made at the time

The Humber Nature Partnership operates from Water's Edge, Barton Humber Bank and employs 15 people. At short notice, Alan kindly stepped in to given this presentation, in place of Jackson Sage. The Humber is the second largest UK estuary and the water which flows to the North Sea drains 20% of the UK land mass. It is a very muddy estuary with material being carried from the Holderness Coast by the tide; it is important for young fish.

The Humber Estuary is a "RAMSA" site and has important wetlands for migrating birds across the world. The marshes are very important habitats, especially for numbers of over wintering birds. Spurn Point and Far Ings are both National Nature Reserves; also important are Humber Head Peatlands, Hatfield Chase and Thorne Moors Peat Bogs. Works continue at Alkborough, with managed realignment; a break has been added to accept water and a management plan put in place a few years ago. It is hoped that this area will get National Nature Reserve Status soon which would generate funding and allow staff to be employed. North Cave Wetlands applied for plans to become a nature reserve and alongside this, got permission to extract further sands and gravels which helped fund the project. There is a long list of other nature reserves and green areas, such as the Humber Bridge Country Park, Barton's Waters' Edge, Barrow Clay Pits, Welwick in Saltend, Tetney Marshes, Donna Nook…

The Humber Nature Partnership was formed in 2002 and is paid to give advice to land owners including with regard to industrial concerns within the Humber Estuary Area. The Partnership can help develop and carry out works on land areas and recently used £10,000 to help manage an area of woodland for better wildlife outcomes just north of the Phillips/ LOR oil storage/ refinery site in Immingham. Plans need to consider and act against loss of valuable species when invasive species grow and take over an area.

There was a further discussion on the amount of recent former green field land taken over for housing. Whilst this is a requirement to retain biodiversity in the new housing area, the precise details and authorities responsible for ensuring this happens were not covered. It was understood that the new environment act would improve powers and oversight in this respect. The speaker made the point that vast areas of former green fields, hedges, ditches, wildlife can be badly destroyed and effected where large motorway junctions, like that in Killingholme and elsewhere, have been constructed.

The effect of climate change also has an impact on wildlife. Coastal areas, and especially the intertidal habitat, are very important but much of this can be lost by flooding and new ports and other developments. We need to try and create more intertidal habitats; also coastal lagoons are under pressure. All these areas are important for terns, marsh harriers and avocets and breeding places for the Atlantic grey seals; river and sea lamprey are also important.

The Humber Nature Partnership provides reports and recommendations to industrial members, and other land owners and organisations operating within the Humber Eco Area. It is a not- for- profits private limited company. It also aims to provide members with advice and assistance to ensure sustainable management of the Humber Estuary as a major important area/ ecosystem for wildlife. Advice on land management includes for example, a warning about leaving spoil heaps as badgers will take over. Money and effort has been taken to relocate water voles to Water's Edge from local areas due to be changes in land usage. However, this has not been successful in the longer term because of populations of minks and otters liking the same habitat as water voles and driving them out. It is advised that in demolition and construction sites nesting birds and other animals such as great crested newts, bats and other protected species are left alone. Advice can be provided on how to improve industrial sites for wildlife, which species of native trees

and shrubs to plant, and how management afterwards should be handled.

WREN, with a major industrial site to the eastern edge of Barton, was not a member, but could use the services.

A discussion took place on the very muddy and difficult public footpath, to the north of the WREN site boundary between Barrow Haven and Pasture Road, Barton. It is hoped to get a better public walking routeway from the lowlands up onto the Wold lands to the south. The speaker stressed the importance of evidence of public rights of way and walking routes. Historic rights can still be claimed; it was understood that normally each parish had a footpath which allowed the parish boundaries to be walked periodically, annually "walking the bounds". Any leaflets or other maps and publications which show routeways are important... These days they are even on smart phones!

In new developments, biodiversity needs to be maintained. Generally, use of a wild flower mix and the planting of a few hedges improves the position; local authorities are responsible for monitoring this. The opinion was expressed by a member of the audience that the local authority should require WREN and other similar industrial concerns to instal solar panels on new buildings and aim to reduce the use of agricultural land.

Some developers will not pay for advice and small modifications to their land management schemes are impossible later. For example, if drainage and waterways bend and meander, this will encourage wildlife. Also, with suitable planning and little adaptions, wildlife can be provided with better sites.

Is the Humber filling with silt? It was confirmed that dredging and ongoing monitoring of the shifting sands keep a clear marked line for shipping. However, at low water of the spring tides close to the south pier of the Humber Bridge, very extensive areas of sand banks/ mud flats had formed going at least one third of the way across.

Alan Jones, who had stepped in to give this presentation at short notice was thanked in the usual way and refreshments and an opportunity to talk to fellow members and the speaker followed. He was also congratulated for having a well-behaved dog who had settled down close to a source of heat and remained quiet during the talk.

NOMINATIONS FOR EXECUTIVE COMMITTEE 2022-2023

Nominations for members of the Barton-upon-Humber Civic Society Executive Committee for 2022-2023 are requested.

The officers of the Society shall consist of:

- **Chairman**
- **Vice Chairman**
- **Honorary Secretary**
- **Honorary Treasurer**
- **Distribution Secretary.**

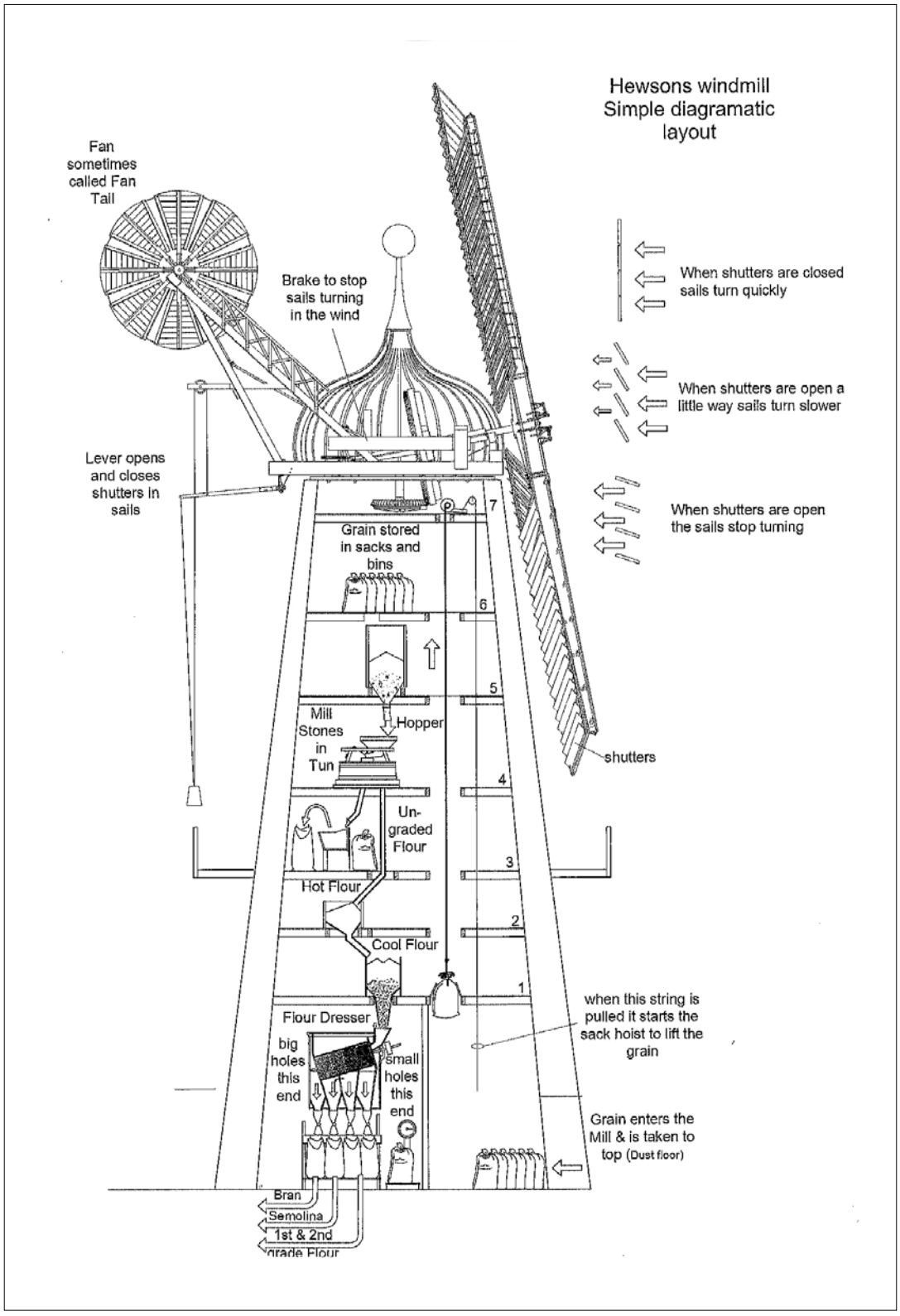
The Executive Committee consists of the Officers and not more than ten other members.

Candidates shall be nominated by two Members and signify their acceptance of that nomination. Nominations may be accompanied by up to fifty words, introducing each Candidate.

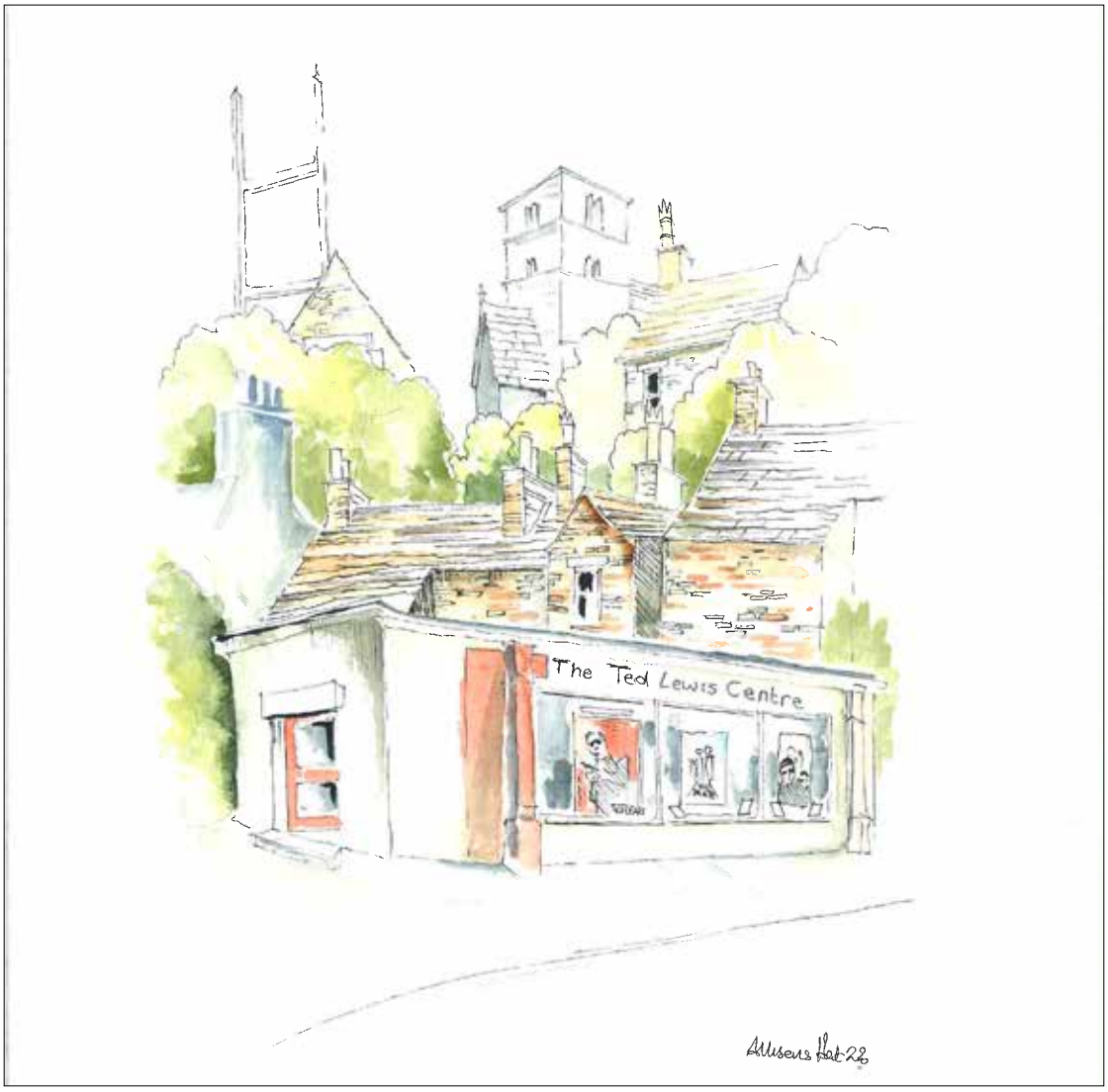
The closing date for nominations is one week prior to the Annual General Meeting on Friday, 15th July. Those unable to attend the Annual General Meeting can obtain a Postal Vote on request, to the Honorary Secretary two weeks before the Annual General Meeting.

Ballot forms will be available, if required, at the Annual General Meeting. The election of Officers shall be completed prior to the election of further Members of the Executive Committee.

Note:
A separate nomination form is provided with this Newsletter.



Hewson's Mill *produced by J.Brandrick*


The Ted Lewis Centre