4.0 HISTORICAL BACKGROUND/Baseline

Archaeological and historic background
(please also refer to Appendix G: Historic maps of the study area)
The wool trade remains important to the prosperity of the town with the development of a small cloth industry alongside. 17th century development of the Lincoln Longwool sheep breed.

1463
Borough of Grantham is granted a royal charter of incorporation.

1539
Franciscan Friary dissolved.

1598
England’s first public reference library created in Grantham by Francis Trigge.

1693
Enclosures of land in Spitalgate for arable farming.

1696
The Crown alienates the manor to William Bentinck ending the close link with the Royal Family.

18th century
The town boasts a livestock market, fish market, cloth market and horse market.

Town becomes a county centre for coaching inns second only to Lincoln.

Late 1700s
The heath parishes enclosed: Barnby in 1762, Spitalgate in 1799.

1400
1500
1600
1700

1650s -
First brick buildings appear in the town.

1666
350 houses recorded in Grantham.

16th-17th centuries
Increase in the town’s population from an estimated 1,467 in 1545 to 2,358 by the end of the 1600s.

Little outward expansion, instead infilling behind street frontages.

1739
Town comprised 11 streets: Almes Lane, Castle-Gate, Fenkle Street, High Street, Market Place, Swyne Gate, Walker’s Gate, West Gate, Vine Street, Cole Hill and Church Lane.

Tumple roads constructed: to North started in 1725-6, to Stamford started in 1739, to Nottingham started in 1738, to Melton started in 1780, to Bridge End started in 1804.

1797
Grantham Canal opens aiding the malt and corn industries. In 40 years the town more than doubles its population and buildings.

Grantham is approached from the south through Saltersford and comprises the area between the Witham and the Mowbeck, its southern boundary, St Peter’s Hill. The town is divided into six wards: Walkergate, High Street, Market Place, Castlegate and Swinegate.
Farming revolution in and around the town turns Grantham into a prosperous agricultural centre with skilled engineers developing farm machinery to open up the heathlands.

**1815**
Ruston & Hornsby agricultural machinery makers founded by Richard Hornsby in Spitalgate.

**1835**
The town Corporation abolished and replaced by the Borough Council.

**1850**
James Coutts agricultural machinery works established.

**1858**
Military barracks built.

Bovalls Carriage & Steam Wheel Works established.
Earls Fields Works tannery established.

**1879**
Borough Extension Act uniting the town with Little Gonerby and Spitalgate.

**1884**
Market Cross removed and replaced by an obelisk.

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**Early 19th century**
Prosperity results in rebuilding programmes and development of suburbs in Little Gonerby and Spitalgate; population rise from 4,288 in 1801 to 10,670 in 1851.

**1830s**
Workmen's dwellings built in Little Gonerby, New Street, North Street, James Street and Vere Street, in Spitalgate in Commercial Road and Brewery Hill.

**1858**
New Cemetery built and development of St. Catherine's Road with speculative villas to house newly rich entrepreneurs.

New eastern suburb developed called New Somerby.

**1850**
Grantham to Colwick railway opens reaching Nottingham in 1851. The line from Peterborough through Grantham to Doncaster opens in 1852.

**1850-80**
Spitalgate development housing for ironworkers and railway men.
Archaeological Background

Introduction

The Heritage Trust of Lincolnshire provides archaeological advice to South Kesteven District Council and has important archaeological and historical information about the district and the study area. This information is in addition to that held in the Lincolnshire County Historic Environment Record. Advice from The Heritage Trust of Lincolnshire should be sought if archaeology is likely to be present on any given development site within the study area.

Prehistoric

Palaeolithic and Mesolithic

4.01 Evidence for prehistoric activity in the landscape around Grantham comes from a number of finds of flint and stone tools including Palaeolithic hand axes from the Cherry Orchard Estate to the west of the town centre and from near North Lodge on the hill top south of Barrowby. Mesolithic flints have also been recovered from the Cherry Orchard Estate as well as from sites to the west of Great Gonerby, west of Barrowby.

Neolithic

4.02 Neolithic activity in the area is attested by a number of flint blades that have been found including from near Welham Street to the south-east of the town centre and from near Barrowby where a Neolithic macehead has also been found. Neolithic settlement sites are rare but one such site was discovered at Little Gonerby which was represented by finds of pottery and flints.

Bronze Age

4.03 To the north-east of the town centre there is a recorded Bronze Age bucket and urn cemetery with cremation burials and ploughed out barrows survive as crop marks on the ridge south of the town but to date no evidence for a settlement of this period has been discovered. Bronze Age flint scatters have been found in several places, particularly on the higher ground near Barrowby. At Sallersford a Bronze Age ingot and a rapier have been found; the association of possible ritual or votive offerings being made into water being a feature of the Bronze Age. There are also several ring ditches on the higher ground above Sallersford.

Figure 4.01: The extent and key elements of Saxon Grantham
Iron Age
4.04 There is relatively limited evidence for the Iron Age period but two sites near Saltersford to the south of Grantham have produced finds of pottery suggesting that there was a settlement in the valley, the name possibly indicating the point where a salt track crossed the Witham leading towards the Midlands from the salt workings that developed north and south of Billingborough on the edge of the fens, at this period an area of salt marshes, creeks and open sea. On the higher ground along Tollemache Road west of Saltersford a middle Iron Age enclosure and an iron smelting furnace was discovered in 2008. Pottery found on the hill top near North Lodge south of Barrowby may also indicate a small settlement in a more typical location on higher ground. From the town itself a single Iron Age coin is the only evidence from this period.

Roman
4.05 Grantham lies just 3km to the west of the main Roman road through Lincolnshire, Ermine Street, which heads north to Lincoln and south to London. Whilst there is little evidence of settlement within the area of the later town in Grantham, there are many sites around the town which have produced Romano-British pottery indicating small settlement sites, particularly in the area of Great Gonerby and Barrowby. However, the principal settlement site discovered in the area lies at Saltersford where evidence of stone walled buildings, yards, evidence of iron working and a cemetery have been excavated. The extent of this settlement has yet to be defined. Finds of slag in the Grantham area suggest that there was some working of the local iron stone, probably on a small scale.

Saxon
4.06 Several sites outside the later core of the town have revealed early Saxon material; early Saxon pottery has been found on a site to the east of London Road near its junction with Springfield Road whilst on the east side of the river in the New Somerby area an inhumation burial has been recorded. A site to the north of the Barrowby Road in the Poplar Farm area of the town revealed early Saxon material, a single sherd of pagan Saxon pottery. To the north-east of the town off Manthorpe Road early to middle Saxon pottery has been recovered.
4.07 By the late Saxon period there was an important settlement at Grantham, probably a royal estate centre with urban characteristics, serving as a market and ecclesiastical centre with the church of St Wulfram’s being a minster church. The Domesday Book records that Grantham had 111 burgesses and 77 other properties suggesting a population of up to 1000 people. Despite the size of the eleventh century town Late Saxon material has only been found on one site within the core of the town, in the area to the west of St Wulfram’s church. How far the town extended by this time is not known although ‘early medieval activity’ is indicated on a site in George Street by the presence of a rubbish pit.

4.08 Barrowby and Great Gonerby and Little Gonerby were also in existence by the late Saxon period, all being recorded in the Domesday Book, although there is no archaeological evidence for settlement other than a grave cover at All Saints Church, Barrowby. To the east of Great Gonerby, Saxon pottery has been found in an area where Romano-British pottery was suggestive of settlement and it is possible that this site represents an earlier settlement focus which may have shifted to Great Gonerby.

4.09 Saxon pottery has also been found on a site near the northern end of Belton Lane and in the area of Saltersford, an area that seems to have attracted settlement from the Iron Age at least.

**Medieval**

4.10 The historic core of Grantham displays its medieval past in its street pattern, the layout of property plots and some surviving medieval buildings but relatively little archaeological work has shed light on the development of the town in this period. It is known that to the west of the town centre was the site of a Franciscan Friary, the friars arriving in the town before 1290. The friars brought a piped water supply into the town from near Gonerby leading to the conduit on the west side of the market place. By the sixteenth century the friary consisted of a group of buildings, with a church, a belfry, a cemetery, a kilnhouse, possibly a maltings, and stables. The friary was surrendered in 1538/9 and was by that time a very poor house of little value.

4.11 To the south of the town near the junction between London Road and Springfield Road, well beyond the extent of the urban area, was the leper hospital of St Leonard’s. Medieval activity, possibly associated with tanning or butchery, was being carried out on a site on Welham Street near the river in the medieval period.
Post-Medieval - Modern

4.12 Of particular interest in this period is the evidence for industrial processes carried out in the town, particularly iron works, engineering works, maltings and brewing and tanning. Some of these industrial sites have been redeveloped, often with no archaeological investigation, whilst some aspects of these industries are represented by standing buildings which can be studied and recorded. For the most part, these industrial processes all occurred beyond the historic core of the town and many were focused around the now infilled canal basin.

4.13 Today many buildings with links to Grantham’s 19th and 20th century industrial past still survive. At the foot of Gonerby Hill the site of a former brickworks now houses the Vaculug factory. The building developed in the Second World War as a ‘shadow factory’, an outstation of BMARC, to make ammunition and aircraft cannon components. It is now the headquarters of the Vaculug firm, Vaculug being a process for re-treading large earthmoving tyres. Opposite can be found traces of a large malting complex complete with sidings and connections to the main railway line.

4.14 The railway with its 19th century station and the surviving length of the late 18th century canal are key reminders of the important transport links, which enabled the town’s heavy industries to flourish.

4.15 Among the many industries brewing beer was an important activity in Grantham and resulted in the development of numerous maltings throughout the town. The 19th century maltings on Wharf Road survive, now converted into residential use. In addition to this the former malthouse, now reused for light industry on Springfield Road remains as do 19th century maltings at Spring Gardens, Mowbray’s brewery buildings on Brewery Hill, a large maltings complex on Bridge End Road (converted to residential use) and the former HQ of the last malting firm in Grantham in Station Road East.

4.16 Agricultural machinery production found its niche in the town and Grantham grew to become an important technological centre of machinery production with Richard Hornsby’s once world-renowned firm and James Coultas’ factories. Richard Hornsby’s first forge and home still survives in Barrowby as do a small remaining part of the Hornsby foundry (now a builders’ merchants) in Spring Gardens, the remains of Hornsby buildings on Station Road East and the factory complex at the top of Houghton Road that housed the 1930s firm Aveling Barford Ltd on the site of the original Hornsby Boiler Works. In addition Richard Boyall’s Carriage and Steam Wheel Works showroom...
remains, now converted into Jewson's offices and trade centre, part of Morley's works, a small engineering firm, located on Old Wharf Road and the remains of Yates and Co building, steam ploughing contractors, now a builders' merchant, Harlaxton Road.

4.17 Other industries are represented by Old Tannery House, the only survival of the tannery on Earlesfield Lane, a former brick works building off Springfield Road and Spittlegate Mill (converted for residential use), Bridge End Road.

4.18 As well as industrial buildings there are: terraces built for workers in the factories e.g. Houghton Road; the church, vicarage and school on Station Road East financed by Richard Hornsby; Grantley House, Richard Hornsby’s second home and numerous castings found in many streets of the town by James Coultas, Grantham’s second most important agricultural implement manufacturer after Hornsby.
5.0 LOCAL CRAFT SKILLS

5.01 Medieval Grantham’s wealth was created by the production and sale of wool, with wool merchants becoming increasingly wealthy and powerful. Wool selling continued to be important throughout the 15th, 16th and even 17th centuries. Other trades included walkers, weavers, dyers and websters, although there was never an extensive cloth industry in the town, and also wine merchants and parchment makers.

5.02 In the 16th century, the leather trade becomes significant, particularly shoemaking which constitutes the only recorded trade guild apart from the merchant guild in the town.

5.03 By 1700 sheep farming was no longer the predominant farming activity. Barley for malt, oats for fodder and cattle for meat and leather were increasingly produced, with the associated trades of tanners, curriers, whitawers, saddlers and glovers.

5.04 The impetus towards major capital investment in farming was boosted in the 1790s by the construction of the Grantham to Nottingham canal with greatly increased markets for wheat, barley and malt. However, in the early 1800s, it was the engineering abilities of skilled iron workers brought about by agricultural prosperity on a scale never before experienced in Grantham. Richard Seaman, Richard Hornsby, James Coults, John Foster, Thomas Barton and Robert Hempstead were all involved in ironmongering, blacksmithing, carriage making and repair, shoeing horses and repairing iron ploughs. Their inventive skills led them to develop farm implements and by the 1850s, Hornsby was offering steam ploughs, portable steam engines, rollers, clod crushers, seed drills, reapers, mowers, and threshing machines.

5.05 There were other industries in 19th century Grantham. R.J. Boyall and later R. Anderson, made carriages at their works near the station. Leather was processed by A. and T. Shaw at Earlsfield using water from the canal. Henry Bell was a thriving corn merchant, and John Lee a saddler and harness maker. Maltlings were widespread throughout the town, surviving into the 20th century. Hardy’s, Hole’s, Mowbrays Lee and Grinling, Melbourne Bros, Charles Thompson, Warwick and Richardson, Weightman, Wyles and Burrows all profited from the beer drinking habits of the iron workers. There were some 90 inns and pubs in Grantham at the turn of the century.

5.06 The coming of the railway in 1850 turned Grantham into a railway town with the station built adjacent to Hornsby’s iron works. The extensive engine sheds provided cleaning, engineering, coal, water and shelter and stimulated an associated range of trades.

5.07 The greatest 19th century expansion of the town took place between 1850 and 1880. Brickworks in Brick Kiln Lane, now Springfield Road, provided many of the bricks, but the majority of the building materials came in by canal and railway from further away.

5.08 Medieval Grantham, by contrast, featured the use of Ancaster Limestone, on its finest buildings such as St. Wulfram’s and Grantham House, where the skills of master masons reached great heights.

5.09 Grantham, though not a major centre for clock making, had clock and watch makers from quite early times, the first recorded looked after the clocks of St. Wulfram’s and the old Guildhall. John Wood came to Grantham in 1753 and worked up to the time of his death in 1811 at the age of 81. He trained 12 apprentices in his life, many of whom, like William Read and George Johnson, went on to run their own businesses from the town.
5.10 Chair making was another mid-19th century craft skill which flourished in the town. The Grantham pattern of the Windsor Chair was a local speciality, along with the Caistor Chair, produced by John Shadford.

5.11 Today evidence of these former craft skills can be hard to find. The converted former maltings buildings and large houses of the industrialists are the most tangible reminders of former trades. Restructuring and redevelopment from the 1960s onwards have swept away the major manufacturing areas, and the national as well as local emphasis on service industries has cut the link with trades of the past. Defining new ways to promote craft skills within Grantham despite this important historic legacy will be increasingly challenging given today's global markets.

5.12 Individual designer makers live and work in the county, some in the town itself, and regional associations such as The Design Factory does much to showcase their talents.

5.13 The expansion of the town and the creation of new public realm should generate opportunities for "made in Grantham" to once again be a feature of the town’s identity.

Figure 5.02; Chair making was an important industry for the town in the 19th century.
6.0 GRANTHAMIAN CULTURE

Significant people of Grantham who have shaped, influenced and contributed to the development of the town.

6.01 There are three individuals who are associated with the town, whose significance relates to the national and global rather than the local arena. They are: Isaac Newton, Thomas Paine and Margaret Thatcher. Newton is recognised in the town with a statue, plaques, and a shopping centre. Thatcher has a plaque on her birthplace and it is too soon yet to judge her legacy to the town. A plaque is planned for Tom Paine.

6.02 This report focuses more upon the individuals who have shaped the development of the town and have the potential to contribute to the formal recognition of the Grantham brand.

Bishop Fox

6.03 Richard Fox was the principal secretary to Henry V11. He built the school house for the medieval boy’s grammar school, and helped the school financially by grants of land.

6.04 The King’s School has an unbroken history on the same site since its re-endowment by Fox in 1528. Fox was a local man, entering into service of Henry Tudor, while Henry was in exile in Brittany. In the 16th century the school became known as the Free Grammar School of King Edward V1. Scholars numbered a few dozen at foundation and there were still fewer than one hundred until the 20th century.

6.05 Isaac Newton was a King’s School scholar from 1655-1660. Other significant pupils include: William Cecil, principal secretary to Elizabeth 1st, Henry More, and Colley Cibber, a successful actor and playwright at the Theatre Royal Covent Garden, and allegedly the worst poet laureate ever.

6.06 In 1812 the town burgesses founded a new boys’ school, The National School and a girls, school. These two schools were eventually housed in a new building on Castlegate, although as separate institutions.

6.07 A popular private commercial academy was run by John Hardwick in Middlemore House in Castlegate, offering a business education, which together with evening classes for scientific subjects held at the National School contributed to the industrial prosperity of the town.

Education has a long history in the town and has left a strong legacy. Coordination of interpretation around this subject, through to the present day school campus would reveal far more of this interesting story and may have an impact upon the decisions of potential new residents to move to the town.

Francis Trigge

6.09 In 1598, Francis Trigge, Rector of Welbourne gave £100 for books for the people of Grantham as well as the clergy. About 240 books were bought, many dating back to the 16th century. These books were secured with chains forged in the town, many with elaborately patterned leather covers. The books cover theological subjects as well as medicine, history, law and classic texts. There is also a copy of a book used by Christopher Columbus and two volumes of Gesner’s Bestiary of 1587.

6.10 The library is generally considered to be the first provincial town public library. The stock of books was added to in1661 by Bishop Sanderson and by philosopher Henry More who presented copies of his works to the library in the late 1600s.

Woodcuts and engravings from some of these books, together with the amazing stock of gargoyles on the church create very arresting graphic images, useful for way marking, text based interpretation and neighbourhood identification.

Sir William Manners

6.12 In the first half of the eighteenth century, the manor of Grantham belonged to the Portland family, selling it in 1767 to Lord William Manners who in turn gave it to his son John Manners. John Manners married Lady Louisa Tollemache, daughter of the Earl of Dysart, and their son, later Sir William Manners became the lord of the manor.

6.13 Sir William was a Whig politician and he endeavoured to gain control over nomination of one of the two seats which represented the town. He tried to ensure the votes of his tenants by offering
beer at the pubs on his estate to those who would vote for the whig candidate who sported his blue colours. This led to the addition of the word “blue” to many pub names in the town: Blue Pig, Blue Lion, Blue Horse, Blue Dog, Blue Bull, Blue Boar, Blue Cow, Blue Ram, Blue Sheep, Blue Lamb, Blue Boat, Blue Bell, and the Blue Man. There is even a Blue Gate street. Although many of these pubs no longer exist, the references to the colour blue endure.

6.14 Sir William was never totally successful in his effort to control one of these seats, but Whig and later Liberal members of his family did on several occasions during the 19th century. The best known of these was F. J. Tollemache, one of Sir William’s sons whose statue sits on St. Peter’s Hill. The Lordship of the Manor is no longer held by one person, and the Buckminster Trustees now carry out that function owning considerable amounts of property in the town.

The strong cultural association with the colour blue could form part of the analysis of local palettes and provide a base infrastructure colour for the public realm.

Richard Hornsby

6.16 Born in Elsham in 1790, Richard Hornsby came to Grantham in 1810, establishing a smithy specialising in farm implements, with his partner Richard Seaman. By 1854, as sole proprietor the works in Spitalgate had extended to 34 furnaces, with up to 14 steam engines in production at any one time. The firm was to become world leaders in agricultural implements, engines and tracked vehicles, winning many prestigious awards. In 1827 a son, Richard junior was born and it was he who was destined to continue the firm’s prosperous rise to such prominence.

6.17 Through Hornsby’s efforts Spitalgate had become the new working environment of the town, based upon a strong work ethic and the influence of the chapel. Hornsby supported many local charities, and though a staunch Methodist, he even subscribed to the Church of England National School. By 1905, the company, with a work force of 2000, supported a third of the working population of Grantham. From agricultural machines and steam engines to diesel engines and power generators, exports spread throughout the world. Hornsby’s supplied gold mining equipment to South Africa, power generators to light the Kremlin, lighthouses and light ships and powered the first transatlantic wireless transmission. The diesel engine powered caterpillar track vehicles developed in 1909 laid the foundation for the first military tanks.

6.18 The First World War saw a rapid decline in the export fortunes of the company and in 1918 it merged with Rustons of Lincoln with the thrust of the firm moving from Grantham. In the 1930s the enormous 80 acre site was rationalised with land and workshops sold to a newly formed company Aveling Barford. A close working arrangement between the two firms helped alleviate some of the severe unemployment in the town. The Second World War stimulated production of vital equipment for the war effort as well as the oil engines, with the factory busy day and night.

6.19 Decline continued in the post war years, with the Grantham premises becoming less significant to the company. In 1959 the whole of the East Side premises were sold to John Lee and Son and in 1963 production in Grantham ceased altogether.

6.20 The importance of Hornsby to the town cannot be under estimated: the advancement of this company had been the single biggest influence on its growth and development, enabling it to expand at an unprecedented rate.

6.21 Other engineers developed agricultural machinery in Grantham in the mid 1800s. James Coulta established the Perseverance Iron Works, the name Coulta becoming synonymous with industrial achievement. John Foster worked in Spitalgate, Edward Morely set up his agency, the Steam Plough Works on Harlaxton Road and the Hempsteads created the Phoenix Iron Works on Dysarts Road. All this industrial endeavour shaped the development of the town, but none compared to the might of the Hornsby empire.

6.22 Edward Barford formed a company in 1933 with the financial assistance of Ruston and Hornsby, through the amalgamation of Aveling and Porter with Barford and Perkins, companies producing steam and motor rollers and petrol and paraffin rollers respectively.

6.23 A condition of this help was that the company had to locate in Ruston and Hornby’s vacant premises and buy its engines from the company.
The new firm quickly introduced improvements and innovations in their own models of motor rollers, with the consequence that Ruston and Hornby’s stopped production of their own rollers. After the war a new range of rollers met with worldwide acclaim and was joined by new designs for earth moving equipment.

6.24 About 75% of the company’s output went abroad, an achievement recognised through several Queen’s Awards to Industry. About 3000 people were employed in Grantham, accounting for about a third of the town’s population, a situation almost exactly identical to that at the turn of the century with the firm of Richard Hornsby, on whose site Aveling Barford now flourished.

6.25 During the 1950s numerous subsidiary companies were formed abroad and various acquisitions were made in Britain. As the company grew in size so too did the size of the machinery it produced. But the high costs of design, development and testing these modern giants and introducing them into the world market proved prohibitive. Finally Aveling Barford was delivered a fatal blow by the collapse of its Australian subsidiary.

6.26 At the end of 1967 the Aveling Barford group of companies merged with Leyland Motor Corporation which went on to form the British Leyland Motor Corporation, which became state owned in 1975. The British Leyland years were characterised by burgeoning bureaucracy, although some investment in the creation of Aveling Barford International did take place. St. Vincents, formerly the home of Richard Hornsby Jr. became the overseas headquarters for the firm and considerable improvements were made to sites in Grantham and Belton, including greatly enlarged stockyards.

6.27 These changes came too late. Rapid inflation, worldwide recession and adverse exchange rates damaged British manufacturing. The Leyland Group became so obsessed with major problems elsewhere that the comparatively small sector of Aveling Barford was ignored and allowed to drift. By the time the company was sold in 1983, the number of employees had fallen to 800. Over the following five years brief recoveries and further crises came to an end with final closure in 1988.

6.28 The final years of decline and intrigue, with rumours of financial irregularities, constitute a sad and unworthy end to an organisation that for some 50 years contributed so much to the growth and welfare of the town.

6.29 Denis Kendall was operating the Citroen car plant in Paris in 1938 when he was approached by the Air Ministry to come back to England to help the country to re-arm. Prince Poniatowski was an administrator of the Hispano Suiza Company responsible for the 20mm aircraft cannon and also a close friend of the then Lord Brownlow. It was through this friendship that the decision to locate the arms factory in Grantham was made.

6.30 Kendall has been described as a larger than life character. When he was fourteen, he ran away to sea and made £5,000—a huge sum at the time—helping police raid opium dens along China’s Yangtze River before running a waterfront cabaret in Shanghai. He then relocated to the US as a steeplejack. Later, he went to work for a Philadelphia car plant and eventually became works manager for the Citroen car factory.

6.31 In the first six months a factory was built, equipped with machine tools, a work force recruited and production started. The guns were used to equip the Spitfires and Hurricanes, 4 cannons to each plane. Between 1939-1945 the company produced 98,000 cannons and 52 million rounds of ammunition, employing 6500 people at its peak. The concentration of armaments in the town attracted the full force of the Luftwaffe from 1940-42, Kendall claimed his factory to be the most bombed in Britain, losing 200 people in one direct hit on his shelter.

6.32 As well as the factories, Kendall built a social hall complete with an organ from the local cinema, even hiring the organist to play it, although he was also employed as foreman in the explosive shell filling department. Glenn Miller and Clarke Gable were among the entertainers to appear on stage.

6.33 Kendall stood as independent MP for Grantham and represented the town from 1942-50. Well before his election he had attracted the interests of M15 through his controversial views on war production which he took every opportunity to publicise. Lord Beaverbrook, then minister for...