

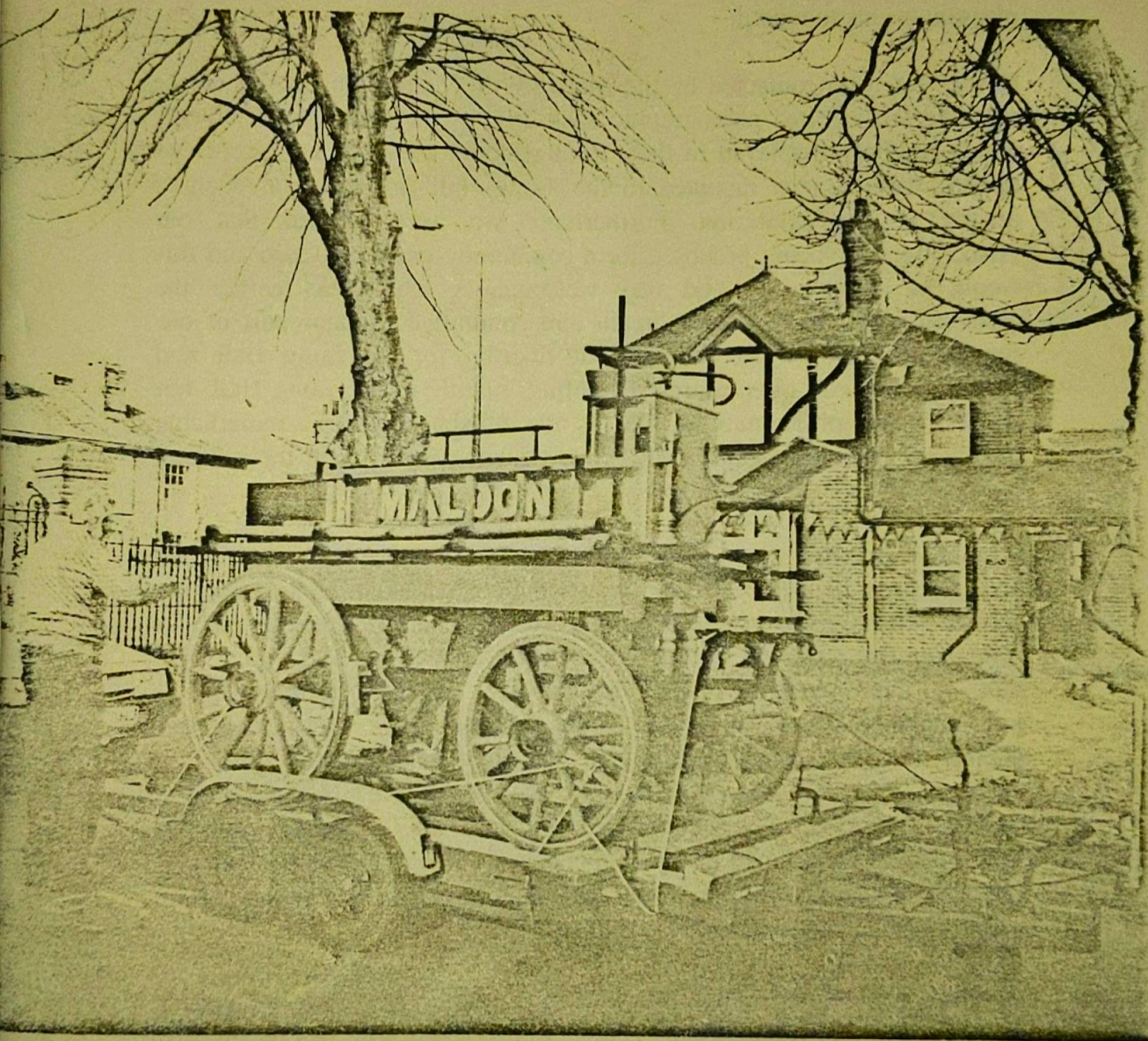
Issue 13

Summer 1998

# THE PENNY FARTHING

The Newsletter of Maldon District Museum Association

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*Our 1877 'Pumper' comes home...but will it fit?*



a word from your Chairman.....

## TESCO and THE SHOP THAT MIKE BUILT

Twelve months ago we were reeling under a series of misfortunes including theft, and flood which delayed our opening. It is pleasing to note that this year, although there are frustrations facing us, there are two pleasant events to record.

Firstly, we were contacted by the Manager of Tesco, who offered us the splendid and coveted photographic back-drop of the High Street, c.1908, which has been displayed in their front window since the new store was opened. This is now mounted in the 'Long Hall' and gives a touch of quality to our exhibition. Furthermore we were advised that our Association was being proposed for a community grant by Tesco and this would be most timely and very welcome. A few weeks earlier the committee had taken a deep breath and committed a major part of our remaining funds to the purchase of flooring for the Long Hall and Maritime Section, plus improved lighting, mainly in the Long Hall, but also elsewhere in the museum. This is now fitted and makes a remarkable improvement in appearances but leaves us with very little in the kitty. A grant would be quite opportune.

Secondly, everyone who visits us will be impressed with the shop which has appeared in the long Hall; it was built from old timbers from the Jubilee Hall, and a very old shed. The craftsmanship of Mike Bennett in producing this replica of 'Burrell's' shop in its early twentieth century form will be appreciated by all. Mike's ability to spot the qualities of unpromising pieces of timber and mould them into this centre-piece of our display has been greatly admired. He will say that it is due to over forty years of experience but there is more to it than that. Mike's biggest triumph was in declaring that the Fire Engine of 1877 would fit across the hall. He was in a minority of one in this belief, but with the help of several of the committee, a large jack, and our curatorial adviser, it was achieved with less than an inch to spare!

The Shop looks fantastic and this with the Pumper gives us a new display area of which we can be proud. Thanks to everybody who has in any way helped with this, and the many other innovations which have appeared throughout the Museum in readiness for our 1998 opening.

Paddy Lacey, Chairman.

## Ed's Ha'p'orth

What the Dickens are our mutual friends up to on this 'lost' photo just developed? These three characters (Shifter, Biscuit, and Boffin) are contemplating the construction of the Museum kiosk, and together with all the other volunteers can be justly proud of what has been achieved.

On a recent visit to Maldon from the Principality, Nigel Lynn and his family were able to inspect progress - Nigel was vital as the Council's officer who set us up! His title now is *Cyfarwyddwr Cynorthwyol (Gwasanaethau Addysg a Hamdden)* at *Pen-ty-bont ar Ogwr* - look you! He said he was delighted to see the Pumper in position.

Much is properly made of our "star attractions" but also valuable are the supporting displays and the many interesting and odd items offered to us. Perhaps to mention here the local 'Orth' garage display and the comprehensive tool displays of the late J. Kent of Southminster and also W.'George' Ginn's father. Also there are enhanced displays in the Victorian room, Hall and Stairway, and Wildlife room which now has Angling memorabilia of the late Len Prior. Old Maldonians will remember the late 'Jack' Dudeny now displayed both in Horse Artillery uniform and his later 'civvy' garb.

Thank you to Gwenda Wolstenholme for her article about the Museum in the 'Silver Jubilee Newsletter' of the National Association of Decorative and Fine Arts Societies, and she has written 'It is a vigorous, continually evolving museum, and we are happy to be involved in introducing its attractions to the public'... and so say all of us!



## Barge open day

TWO historic barges are to go on show in Maldon.

The Thames Barge Sailing Club will display the Centaur and Pudge barges at an open weekend on the Hythe on May 2 and 3.

People are welcome to climb about the vessels free of charge and crew will be able to answer any questions at the event between 10am and 6pm.

A club spokesman said: "We feel we owe it to the children to show them how we used to travel before motorways and to give them an education."





## THE COLUMBIAN PRESS

Several months ago the question was asked "What happened to that old printing press from Pooles Press?" so to kick off we checked on what the enquirer was talking about, and then put out our own enquiries. Mrs Sally Why provided the answer; at that time the press was in the Upper Plume School. We now learn that it was moved to Colchester Institute in March 1966. This could be an appropriate time to repeat an account written for the Maldon Museum Association in 1973 by Ernest John Adams, a well respected, long service employee of the Maldon printers -

This interesting old printing press was brought to Maldon by Mr Youngman when he started a printing firm in the mid-19th century. The firm of Youngman was situated in a building in Church Walk, near to All Saints' Vicarage, and the present firm of Pooles Press Limited still works from these premises.

Youngman was joined by Richard Poole, who took over the business before the end of the century. In 1902 Mr Poole published a pamphlet printed on an old Wharfedale machine, entitled "My Personal Recollections of Maldon, and some of its People, in the later Forties and earlier Fifties". Following the death of Richard Poole the business was sold to a Mr Mason who extended the building. He was joined in partnership by Mr Bruce Wheeler who later took over the business. Known as Pooles Press Ltd. the firm is now run by Mr & Mrs Woodward from the building which has housed it for over a century.

The Columbian press was first used in the old premises, and then manhandled into Mason's new extension. In 1962 it was sold to another printing firm who used it as a display piece, and it was shown at the I.P.X. exhibition at Earls Court in 1963.

When I joined the firm in 1915 the press was used mainly for posters advertising dances, auctions, flower shows, carnivals, elections, and all kinds of local events. It would take a sheet of Double Demy, 34" x 22.1/2", and could be used for colour work.

In order to print, the forme was keyed onto the flat bed, inked with a double-handed roller, and the tympan, with the taper on it, was pulled down over the type to receive the impression. In early days the paper was damped before printing, but not in my lifetime. The tympan and forme were pulled down on the carriage and the long handle was pulled forward to the rollers. The rollers regulated the impression to give the pull and copy.

Register was given by three pins on the tympan, and was accurate enough for this sort of poster work, usually in two colours. Snags were blisters on your hands from the ink roller, overpacking of the tympan for the pull, and sometimes the furniture was inked as well as the type. To avoid this a frisket was used on the tympan.

Over the years the old machine had many repairs. Mr Bentall of the Heybridge works was a friend of Richard Poole, and he not only had repairs made to the Columbian press but also had metal pillars set into the old printing works to hold the place together.

In more recent years many new parts have been added, and the old oval plate with date and patent number has been replaced by a new one which reads "The New Improved Columbia Press". The new parts have restored the press to working order but its most noticeable feature is still the magnificent Eagle balance weight which gives it so much character'.

Ernest John Adams - 1973

Footnote -

Pooles Press ceased trading on the 30th November 1983.

Alderman Woodward was Mayor of Maldon 1962 and 1969, and died on the 19th October 1976.

Mrs Maisie Woodward, (previously Mrs Maisie Wheeler), and a member of Maldon Museum Association, died on the 17th March 1991.

The present owner of the Wheeler/Woodward premises agreed that the Maldon Museum be sited at Spindles from 1991 until August 31st 1995 (and longer if necessary) when the possibility of our new permanent home was being considered and the grants for the annual rental ceased.

What a pity that the press wasn't still in the old premises as we might have printed ourselves into the black!

from a hand-written collection of recipes dated 1939, contained in an indexed notebook named 'My Recipes', and recently given to us, comes this charming little number -

### JOLLY FLUFFY DUMPLINGS

- 2 Cups Plain Flour
- 1 Tablespoon Suet
- 1 Teaspoon Salt
- 3 Teaspoons B-Powder
- 1 Cup of Milk

Cook in briskly boiling water for 15 minutes, with the lid kept on.



## THE REMARKABLE MR. SMITH

David Hughes, in his recently published book 'The Maldonians' introduces his reader to an amazing cast of characters which made up the population of Maldon in late Victorian times. Amongst these is Mr Edward J. Smith, a young resident of private means who, in 1877, paid the difference of £150 between the value of an older manual fire engine and a spanking new Merryweather Manual. It is this vehicle which now resides in the Long Hall at the museum.

Mr Smith was offered a supervisory role with the Fire Brigade but declined on the grounds of chronic asthma. He was 22 years old in 1877. His interest in Fire Brigade matters did not end here, and in 1880 he joined the Brigade and converted a property adjoining his house in London Road into a Fire Station. This he leased to the Borough on the favourable terms of £12 a year.

Councillor Albert Prime Clear addressed the Borough Council in rather patronising terms. "It ought to be considered whether we would be effecting an improvement by spending this money for this accomodation. It seems to me that Mr Smith has such a love for the engine that he wants to have it near his own house, and that he would be continually oiling it and rubbing it up, and taking care of it like a pet lamb".

There was thus a further connection of the museum with Edward "Teddy" Smith as in 1922 the first museum was opened in a room above the fire engines in London Road, where it stayed until the original fire station was demolished in 1938 to build large premises to the rear of the original station. These were only vacated last year -1997- in favour of a new site on Wycke Hill at the entrance to the town.

The benefactions of Mr Smith did not end here for in 1880 he purchased a Merryweather Steam Fire Engine which he placed at the use of the town, the first Essex town outside Metropolitan limits to run a steamer. He was so devoted to the fireman's life that he adopted the undress uniform and regularly attended Chapel in it, as his habitual clothing was marked. Sadly he died in 1886 at the age of only 33 years. Could this have been related to his known asthma and the inadvisability of a sufferer to come into contact with fumes and smoke?

...cont'd.....

In addition to his Fire Brigade activities he was known to make home fireworks to enliven garden parties at the Reform Club, and he helped to organise the party of burning torch bearers which accompanied the Town Band through the town on New Year's Eve. He seems to have had an unwise attraction to fire in its various forms. It would be interesting to learn more about the Remarkable Mr Smith to whom the modern Museum should be grateful for his generous donation towards our Fire Engine....  
120 years ago.

PJL....March 1998

## SIGNIFICANT FIRES IN MALDON

- 1873 Fire at Sadds destroying warehouses and timber yards.
- 1875 Beeleigh Mill destroyed by fire but when the engines arrived they were successful in saving the Engine House. Superintendent George Pennington Jay had a narrow escape from falling masonry, saved from serious injury by his helmet.
- 1879 Langford Mill was completely destroyed by fire. The Maldon engine concentrated on saving the Mill House. This fire was plainly discernable from Chelmsford whilst at Maldon the streets were lighter than on the brightest moonlight night, and, standing on the hill, it was possible to read a book by the glare.
- 1882 Fire in the High Street from Worrakers the Ironmongers as far as Archers the Drapers on the corner of Market Hill.
- 1892 The Great Fire of Maldon which spread from Ortwell's near to the Public Hall, again almost to Market Hill corner. Five businesses were completely destroyed. Ortwell's contained a goodly supply of paraffin, cartridges, and, so it was said, gunpowder. Both the manual and steam engines were brought down by Captain Hawkes and Superintendent Harry Sadd to help with this fire but were handicapped by low pressure in the water mains.
- 1907 The Drill Hall behind 'The Chequers' went up in flames with the explosion of much small arms ammunition.
- 1909 The steam-powered saw mill at Sadds was destroyed by fire.
- 1910 Edward Parsons, Clothiers and Tailors at 124 High Street, next to where Reeve's shop now stands, was seriously damaged by fire. The Brigade had to pump water from ponds at 'The Gables' and at 'Trees' on the opposite corner of Wantz Road.

PJL....March 1998



Monica Bayley

*continues from Penny-Farthing No. 11, her account of Thetford/Maldon related events in the first World War through 'The Faces' who for many years were at Jacob's Farm, Goldhanger Road.*

"AT ALL COSTS".....

Herbert Minter and Martin Free had met and would meet no more....The ragged British line they had been defending was being pushed nearer towards Ypres and that all-important city had to be held; an essential counter-attack was planned !

A few armoured cars were available and these were to drive up the Verlorenlock road towards that village, now in German hands, firing as they went. The Yeomanry would follow up towards a white farm house on the ridge, meeting the 10th Hussars to support them. A bombardment from the British guns would begin at 2 p.m and this would attempt to destroy the enemy trenches and protect those taking part in the counter-attack. At 2.30 p.m. the troopers would advance with the bombardment ahead of them. It was hoped that by the time the advance had reached the enemy trenches the defensive German rifle fire aimed at the oncoming troops would have been much reduced.

At 12.15 p.m. the Regimental Commanders had received these orders but, by some ill chance, the orders received by the Yeomanry in the field stated that the counter-attack would begin at 2.15. Col Deacon immediately sent scouts to find Lieut Col Shearman of the 10th Hussars, a dangerous trip consisting of "running up and down ditches like a hunted fox" and there must have been some dreadful doubts in Col Deacon's mind, for the bombardment by the British guns was not due to cease until 2.30 p.m. However, the message brought back was that Colonel Shearman was quite calm and quite certain that all would be well .....and that he would attack and take all important trenches "with the greatest ease" at 2.30.

In the delay that had occurred whilst the scouts had successfully found the 10th Hussars and returned with this message the Yeomanry Officers had begun leading the Yeomen out from their sheltering trenches. Major Andrew Roddick in charge of 'C' Squadron led, smoking his pipe, carrying his walking stick in his hand. As 'C' Squadron was in the lead and Martin was in 'C' Squadron it is to be assumed that he was early in the field and, consequently, in the first rush of the charge.

The reports of the action speak of "the rising ground" but to English eyes the rising ground is hard to see. However, from the road, which the troops called Cambridge Road, to the top where the German trenches were, is an upward incline. A bitter cold day followed a night of storm and heavy rain and a Belgian wind swept across the flat fields. The one up which the troopers were to advance was heavy with mud, the Flanders Mud of evil repute, and they had no warm food inside them. At the top of the ridge were three farmsteads, no doubt at this time little more than ruins. These farms were restored after the war and are there today in exactly the same positions, so it is easy to see where the various troops were placed at the beginning of the charge. How and where they finished was anybody's guess. 'C' squadron was close beside the Horse Guards and there is now a private

Monica Bayley

monument to an officer of the Horse Guards which marks almost the exact spot where the Yeomanry and the Horse Guards joined forces. Eighty years later, the trenches can still be noted, today grazed by placid black and white Belgian cows. Once clear of the trench in which they had sheltered, and under heavy fire, the troopers joined the 10th Hussars. Their blood was up and they were ready to go on, but it was only 2.18 and the protecting bombardment still had over ten minutes to go; frantic efforts were made to halt the Yeomen....the old hunting instincts were in many minds and "running like stags and cheering and with fixed bayonets" the English pressed forward. At this crucial moment thirty Germans got up from their shelled trench and retreated..."bolted" was the word used. The trench was only two hundred yards from the Yeomen and a familiar hunting cry was raised by someone...."Tally Ho ! Yonder they go" followed by "View Holloa" and in the emotion of the moment no power on earth could have stopped the rush....."there was no chance of stopping them or the 10th who got up from their trenches, and the whole line went straight on as fast as they could go up hill, through the mud, holloaing like mad ... we were five minutes too soon and the bombardment, which had always been short, continuing, we ran straight into it". Many fell but the charge continued up to the enemy trenches. Most of the German defenders had gone, but there was some hand-to-hand fighting. Some lucky Yeomen found themselves in these trenches where they also found cigars, cigarettes, coffee, and sausages ...and sampled them !. The action has been too rapid to allow for booby traps or poisoned foodstuffs, but few had noticed a small red flag which one retreating German has stuck in the parapet of the trench they now occupied. This was a marker and very soon the German guns trained very accurately on the red flag and began shelling the trenches where the Essex Yeomen were celebrating. It lasted for another two hours during which rifles became choked with mud and would not fire, and parties of fresh German troops were sighted advancing on both sides. Trapped, the Yeomen endured the bombardment for two hours before they finally withdrew about 5 p.m. The field up which 'C' squadron charged is easily located but it is impossible to pin-point the position where Martin Free fell....whether at the beginning or towards the end of the charge which ended by the German trenches, is a matter which is very unlikely to be ascertained; however, somewhere within this small area he fell. Motor ambulances were in use in 1915 and many were driven by women volunteers who had to do much of the maintenance work themselves - dangerous and exhausting work under shell fire and often very close to the actual battle line. Martin must have been picked up by stretcher bearers about 6 p.m. and taken to a Casualty Clearing Station very near the battle site. Here, rudimentary first aid would have been given and serious cases transported back to one of the Base Hospitals.

*to be continued.....*



### Thames Barge Sailing Club - 1948 to 1998

Among the barges that lie at Hythe Quay are **Pudge** and **Centaur** both sporting a red and black bob (house flag) with the golden 'chalfcutter' wheel emblem of the Thames Barge Sailing Club. The two barges have now become very much a part Maldon's riverside community but the Club was founded on London River when at an inaugural meeting held at the National Maritime Museum at Greenwich in 1948 the then Director, Frank Carr, an authority on Sailing Barges, became the first Commodore.

In the early years of its existence the Club chartered and then owned s.b. **Arrow**. Without an engine her weekend sailing was restricted to the Thames and Medway where **Arrow** had a summer base across the river from Chatham at Hoo, then as now, the base for a number of barge yachts including that owned by Vice President and author Arthur Bennett. Members made excursions on charter to Maldon, then still a port with commercial craft coming up to various riverside wharves.

In 1963 after the Centenary Thames Match, Eastwoods, the brickmakers presented **Westmoreland**, to the Club. Straight away she was entered in the second of the modern series of Blackwater Matches. A few years later she had a new transom put into her at Cook's yard on the Hythe and at the same time a new barge boat was built. Sadly **Westmoreland** was irreparably damaged in an accident at Hoo in 1971 by this time the Club also owned **Pudge** which had been bought in 1968 straight out of trade as a motor barge. She was converted and rigged by members with the support and assistance of Capt. Fred Cooper.

The loss of **Westmoreland** was keenly felt and the Club finally replaced her in 1974 buying **Centaur** who had a long association with Maldon. She was one of the craft used at Heybridge Basin in the 1950's to store timber before it was

transported up the Chelmer & Blackwater. She was restored to sail by Richard Duke in the mid 60's and was one of the first barges to charter out of the town.

In the early years the Club had a winter berth in London, moving from dock to dock as they were closed to meet the changing needs of the shipping industry. By 1982 the Club had to find a new winter base as the Royal Group of docks closed, a base not only for **Pudge** and **Centaur** but for the lighter store and workshop 'Sallorman'. The Club left London River for the Blackwater and now not only overwinters at Maldon but much of the sailing season is based there with one barge kept for weekend sailing while the other is available for members to charter for longer periods.

Members have always undertaken much of the routine maintenance of the barges but have also been able to call upon the many skilled shipwrights and engineers based in the Maldon area. Much of the major long term restoration work on **Centaur**, which celebrated its centenary in 1995, was undertaken alongside the Hythe while over the winter of 1997/8 local craftsmen and volunteers undertook a major project rebuilding the bow of **Pudge** and extensively replacing deck timbers.

As well as sailing from the port we usually hold one or two Open Days when members of the public can come on board our barges and this year we shall be holding these on Saturday 2nd May and Sunday 3rd May, 1998. The Club would like to thank Maldon Museum for enabling us to put on a small display about the history of the Club which will appear in book form later in our anniversary year.

### *WELCOME.....*

On the 22nd March, by arrangement, a pre-opening visit by a group of members of the Sadd family, from both near and far, following a reunion for Mother's Day and 90th Birthday for one of the senior ladies. They expressed approval of the displays generally, but in particular that of John Sadd & Sons.



## HERITAGE

*The Maldon District enjoys a rich heritage which includes the natural environment, archaeological remains, the built environment, collection of artefacts and the historic landscape. The District has one of the best documented and researched histories of any equivalent area in the country. A fine balance must be achieved between conserving and protecting this resource and the introduction of careful developments to the area.*



### POLICY AIMS

- To protect, enhance and promote sites and landscapes of historic interest in the District.
- To promote the development of educational activities.
- To develop a museum education service, primarily for young people, in partnership with others.
- To support the development of a heritage centre, provided that this can be achieved in such a way that this does not endanger the achievements of existing groups or is detrimental to the work that they are doing.

### CURRENT POSITION

- There are various museums throughout the District, which house a valuable wealth of historic exhibitions of particular local interest:
  - Maldon District Museum
  - Burnham-on-Crouch Museum
  - Mangapps Farm Railway Museum
  - Goldhanger Agricultural and Domestic Museum.
  - Museum of Power in Langford.
- In addition, there are other heritage-based societies.
- The site of the Battle of Maldon is included in English Heritage's register of Battlefield Sites.
- Important heritage sites within the District include the archaeological excavation site at Elm's Farm, the Moat Hall, St. Peter's Tower, the Plume Library, the Chapel of St. Peter's on the Wall at Bradwell, Northey Island and many interesting and historic parish churches.
- In addition, there are fifteen scheduled ancient monuments sites, 12,000 acres of foreshore, eight miles of sea coast and four sites of Special Scientific Interest.

### WHAT YOU TOLD US

- Feedback showed that 77% of respondents indicated their support for a heritage centre. Existing heritage organisations are however understandably concerned that all parties should work together as the duplication of facilities and activities is unlikely to be beneficial to anyone.
- Respondents were in favour of a heritage centre with a maritime theme, although there was general support for a mix of uses. Any development should focus on links to the national curriculum to involve young people as much as possible.

## HERITAGE

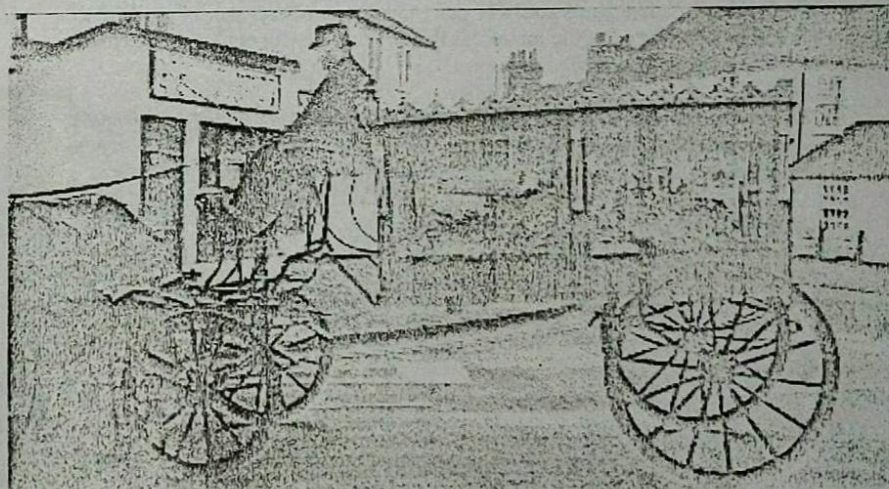
### FUTURE DEVELOPMENTS

- To develop a Heritage Policy for the District.
- To consider the development of a Heritage Centre.
- To liaise with Maldon Town Council on their plans for the Maeldune Centre.
- To establish the future use of Cook's Boatyard at Hythe Quay.
- To work with the District's museums and the

County Council, to provide a museum service that meets the needs of the local community.

- To consider introducing small scale travelling exhibitions on aspects of local history and the natural environment into community venues.
- To ensure that any tourism development seeks to protect the District's heritage.
- To seek external funding for the District's heritage and leisure assets.

### CATH'S LAST JOURNEY..... An appreciation of her work can be seen in the Museum





## SWORD SEARCHING...

*continuing an account in Penny-Farthing No.12, by Bob Wallwork -*

You will remember my article in the last issue of the Penny-Farthing where we hoped to obtain more precise information on two 'problem' swords. The real mystery arose from the one with the wooden hilt and we thought it could have been an experimental one, maybe to submit to a committee, amongst other possible theories. At last we now have the answer....

A friend of mine took both 'problem' swords to the 'Royal Armouries' at Leeds, where they made a very thorough investigation. Here are the results of their findings -

Firstly the Royal Armouries confirmed our own thoughts as correct regarding the French Sword in the manufacture, model, and date, and in addition confirmed that the various letters and stampings were of French origin and not remarked to British style as we imaginatively first thought.

Secondly, and this is the Italian mystery solved at last.....Having contacted two reputable Military Museums the Royal Armouries have given us the answers - "This is an Italian Sword, made in 1871 by S.N.GNUTTI; LUMEZZANE. This model was issued to both Cavalry and Mounted Artillery Regiments. In 1888 it was decided to adapt the sword for the Mounted Artillery, the only difference being the Peg inserted at the top of the Pommel on the Hilt, and a single hanger on the Scabbard to define the difference".

.....  
*The earlier account really arose from the fact that the Italian sword had a wooden hilt and no British Regiment would even contemplate this; due to damage sustained during combat wooden hilts would most certainly splinter.*

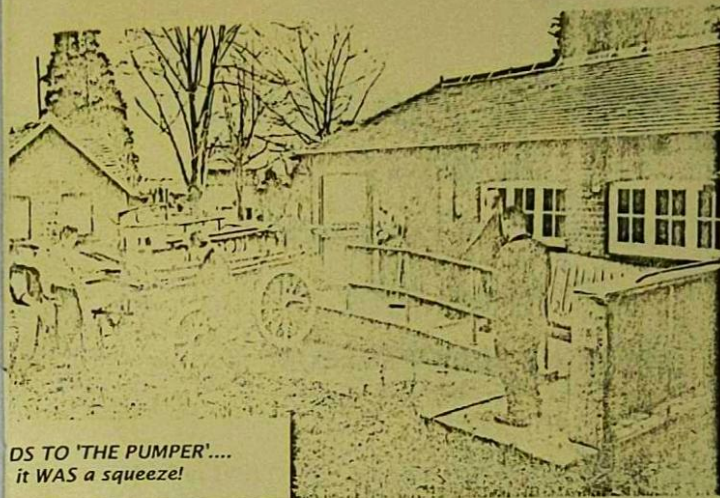
.....  
*Ah well!! it was an interesting exercise, and made a good story anyway!*

*Bob Wallwork...March 1998*

*From our Barman.....*

*I feel no pain Mother dear now,  
But I am so dry;  
Oh! Take me to a brewery  
And leave me there to die.*

*R.W...March 1998*



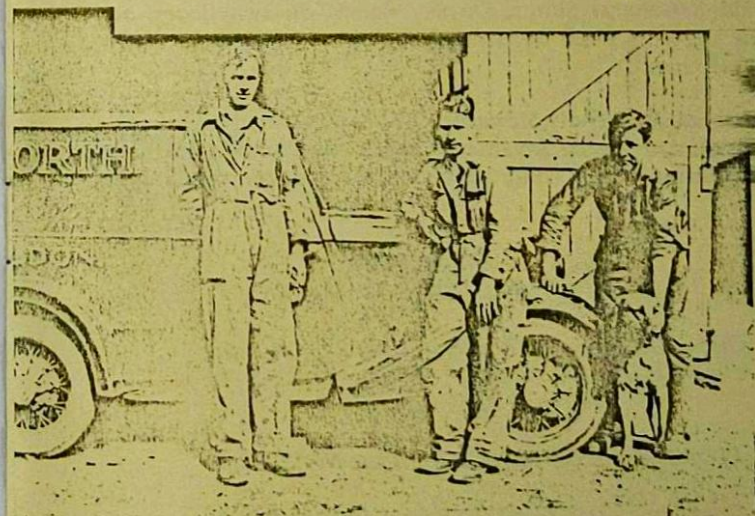
*DS TO 'THE PUMPER'....  
it WAS a squeeze!*

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*FortyFourEightyFour Productions, Farnbridge Road, Maldon.*

*Views expressed are those of the individual contributors*

*L.F.B. 3.4.1998*



*Les Orth, Harry Chisnall, and B.Fell - 1951*



PRESS RELEASE - MARCH 1998

- ANNOUNCING -

MALDON GENERAL STORES

*A NEW ATTRACTION AT*

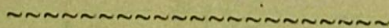
MALDON DISTRICT MUSEUM



Among the more recently established business enterprises in Maldon that of Maldon District Museum Association occupies a prominent position. It is not yet twelve months since this Establishment was opened but it nevertheless ranks among the most important and ably conducted of its character in the Town at the present time.

The Premises at 47 Mill Road are of spacious dimensions and possess a decidedly attractive two-storied Tudorbethan frontage. They are conveniently divided into a Booking Office, Long Hall Showroom housing the Maldon manual Pumper of 1877 and a newly-fitted Shop called Maldon General Stores, Display Rooms on two floors, and Offices, are capitally fitted up, and admirably suited in every way to the business in hand.

In being assisted by friendly Stewards, Customers can always depend upon being offered special advantages and it can be safely predicted that the Establishment will continue to gain in value and popularity.



*MALDON GENERAL STORES  
WILL, BY POPULAR DEMAND, BE OPEN*

*On Wednesdays & Thursdays - from 2 pm to 4 pm  
On Saturdays and Sundays - from 1 pm to 5 pm  
(and most Bank Holidays)*

*REOPENING 28TH MARCH until late NOVEMBER*

*Telephone - 01621 842688 [and Answerphone]*