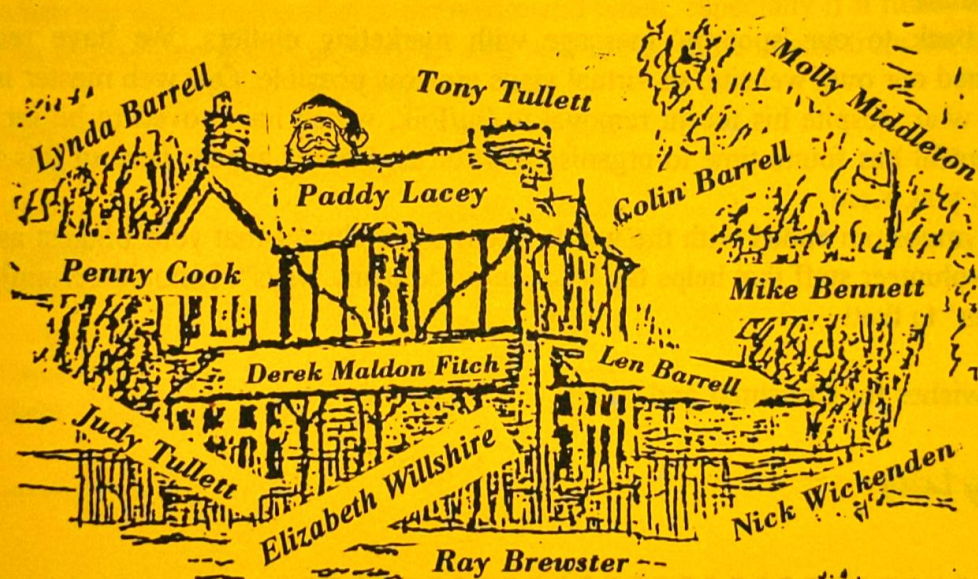


# THE PENNY FARTHING

The Newsletter of Maldon District Museum Association



*The Compliments of the Season to  
all Members and Friends from*



## The Museum in the Park

47 Mill Road  
Maldon Essex  
CM9 5HX

## From your Chairman.....

I have recently attended a symposium on 'Marketing for Museums' and was relieved to discover that we are doing most of the right things. One thing that we do very well indeed was the very first point raised, and that is the welcome given to visitors by the Stewards on duty. Time and again in our visitors book there is mention of the warm and friendly greeting given by those on duty. I should like to convey my most grateful thanks to all who give of their time to act as Stewards. Your efforts are much appreciated!

I have mentioned that we are on the right lines but we could do better in so many fields with a little more help. Our needs, at present, are for help with secretarial work and in liaison with schools.

I have had many favourable comments concerning the Penny Farthing but even here, help is required by Len Barrell, the indefatigable editor with several simple tasks necessary for its production. Len would also appreciate more articles and comments on local items. If you think the Penny Farthing has got it wrong do please write in with your comments or corrections. At the moment the number of contributors is very small.

Now back to our 'spot on' message with marketing matters. We have recently launched our own website, so virtual visits are now possible. Our web master is Ken Cook who, despite his recent removal to Suffolk, which has proved to be far from uneventful has found time to organise this for us. Details appear later in this issue. Thank you, Ken!

The symposium ended with the words "Remember always that your biggest asset is your volunteer staff that helps the Museum in so many ways". I should certainly add "Amen" to that!

Best wishes for Christmas and 2003!

*Paddy Lacey*

*p.s... "OurWanted Advert".....*

*An offer to succeed the editor was received, with sincere thanks, but the gentleman volunteer was already well and truly involved in other voluntary work and we declined to take advantage of his good intent, so post still open.*

## OPENING HOURS FOR 2003

It has been decided to make an alteration to our opening hours next season (viz.2003). Attendance figures have been monitored over the past two years and it has become clear that Thursdays are unpopular for visits with several 'nil came' reports from the Stewards on duty.

We shall open on Thursday afternoons only for parties by prior arrangement.

In their place we shall open on Monday mornings between 11 a.m. and 1 p.m. This may at first seem an unusual choice but the members of our display team are usually in action at this time during the closed season and are frequently asked if they could allow people to look around. It seems that Mondays are a popular choice for various pensioner outings!

There is another advantage in that on Bank Holiday Mondays when we gain much of our revenue a second team of Stewards working from 1 p.m. to 4 p.m. will extend these openings. The situation will continue to be monitored closely.

A minor alteration that has been agreed with the Council is that on Carnival Saturday we shall open for three hours in the morning rather than the afternoon when the public's attention is elsewhere and when, especially if it rains, the museum can be used inappropriately by persons who are en route to and from the beer tent!

### *Amended Time Table.....*

Mondays	11 a.m. - 1 p.m.
Tuesday	(Normally) Closed
Wednesdays	2 p.m. - 4 p.m.
Thursdays	Parties by prior arrangement
Fridays	2 p.m. - 4 p.m.
Saturdays	2 p.m. - 5 p.m.
Sundays	2 p.m. - 5 p.m.
Bank Holiday Mondays	11 a.m. - 4 p.m.

## News 31 - Opening/Closing

Subject to changes which will be displayed in the Museum or via subsequent Penny-Farthings, our intended season for 2003 will run from Wednesday 2nd April to Friday 31st October. Hours as above.

## END-OF-SEASON COMMENTS

*from your Membership Secretary.....* "Thanks to all who renewed their Memberships so promptly, and that means the majority. At the time of writing only three remain unpaid, so we cannot yet claim another 100% renewal, but 'here's hoping!' At the last count we totalled, including Life Members, approximately 125 fully "paid-up" members, to which we can add, for planning purposes, another 25 non-member volunteers whose contributions to stewarding, displays, and accessions cannot be over-valued. They are all appreciated.

Colin B.

*and from your Stewarding Secretary....* "My personal thanks to all those stewards who this season just ended have made my year comparatively straight-forward, thereby giving me some satisfaction, and genuine appreciation of their co-operation.

We have had a couple of attendance hiccups, and a few minor problems, due primarily to misunderstandings, or perhaps lack of information, so if there is any way however small in which anyone feels that the system can be improved, please do not hesitate to say so, either to me or any Committee Member as soon as possible. The new season comes on us all too quickly, and it takes at least two months to fit everyone into his/her chosen slots as far as possible, and then to get the season printed and distributed.

Thanks again.....

Lynda B

## Another "OSEA" connection.....

Before she emigrated to Suffolk, in fact several weeks before, Penny Cook had passed on selected copies of a book titled "The Great Acceptance", the property of Miss Ann Baxter, another Maldonian born and bred, granddaughter of builder Arthur Baxter and daughter of Arthur's son 'Vic' who will be remembered by many for being in control of the Carnival Fireworks, having inherited that job from his father with, ultimately, the assistance of Ann herself.

"The Great Acceptance", by Guy Thorne, is the Life Story of F. N. Charrington who, it will be recalled, had bought the whole island to develop it as a seaside and health resort in which the manufacture, sale, and consumption of alcohol would be absolutely prohibited, and this arose as a result of his charitable work in the East End of London with the poor and particularly those with alcohol problems. The Manor House was subsequently built for Mr Charrington by our worthy Arthur Baxter.

Another impressive structure by Arthur was the Maldon East Station in Station Road, Maldon; which now seems to have an uncertain future.

Add to that the Royal Hotel, Southend-on-Sea, which is still a hotel, and the Baptist Church in Butt Lane, Maldon, and Arthur Baxter will be seen to have left his mark.

pc100902

## REALLY.....

"A blooded racer's pluck!".....An 1890 opinion.....

A blooded racer possesses one essential quality that scrub horses seldom have - pluck. You will find many common horses that possess fine points, so far as wind, muscle, and structures are concerned; but in a race they will nearly always throw up their tails and give up in disgust if passed by an adversary, or if they feel they can't win. All blooded animals do not possess pluck, however, and such as are lacking in this quality are more fit for the plough than the track.

6mm2a0902

asked where an ox could be obtained for roasting traditional style, in the street on the great day. 'Roast Oxo Cubes', cried Members loyally and wittily. (It is not recorded whether oxen were ever found.)



Another MALDON Fitch  
from the Maldon Express of Saturday 10th July 1909

**MALDON FOOTBALL CAPTAIN**  
**MR. T. MALDON FITCH**

The Maldon Football Club are fortunate in possessing so popular a captain as T. Maldon Fitch. The skipper of their team is the fifth son of Mr. & Mrs. E. A. Fitch, and belongs to a family of athletes, all his brothers having in turn taken their share in Maldon sport.

Mr. Maldon Fitch was elected to the captaincy at the Annual General Meeting a few months back, and the choice was a very popular one, his keen sportsmanship and genial qualities admirably fitting him for the office. Mr Fitch, when at Framlingham, played for the College XI, and since becoming a member of the Maldon team his position has been at right half, where he has proved himself a sturdy tackler.

It is not only as a footballer that Mr. Fitch is known in his native town. Patriotic movements have also claimed his interest and support. As second lieu in G. Company of the 5th Essex he has devoted a good deal of time to the Territorials, and the local Miniature Rifle Club has in him an energetic hon. sec.

*Portrait of Mr. Maldon Fitch is from a photograph by Hazeltine Frost, Maldon.*



**UNUSUAL FIND** - While looking for hens' eggs in the stack yard on the farm at Brick House, in the occupation of Mr. E. A. Fitch, J.P., C.A., Mr T. Maldon Fitch found a nest containing seven partridges' and seven hens' eggs, a very unusual sight.

**REMEMBER ?.....A CORRECTION!**

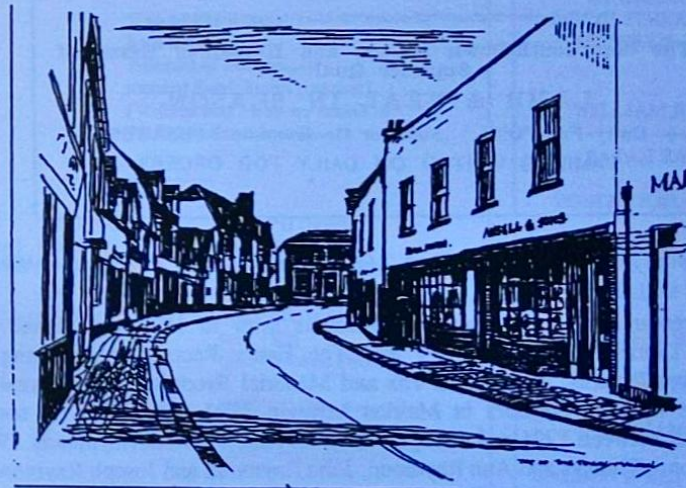
There had to be something incorrect, of course, but not too serious this time; in fact it related to Milkman Keeble; the one actually remembered (and respected) was "Tom". Tom's son was nicknamed "Jimmy" for some vague reason which he may in due course explain ??

*Thank You, Haddon!*

**ANSELL & SONS**  
**(D.S. & L.M. RAYMOND)**



**HIGH CLASS**  
**FAMILY BUTCHERS**




*Charles Grigg Ltd*

**5 High Street, Maldon, Essex**  
**'a look into the past'**


ANSSELL & SONS is a family run butchers business at 5 High Street, Maldon, Essex. The present owners, Derek and Lynne Raymond were curious to know how long the site has been used as a butcher's.

What has emerged from these investigations so far, has been quite amazing. At the start of the research only a few details were known already. From 1898 until the early 1920's William Firmin had been a butcher at 5 High Street. The Maldon and Heybridge Co-op Butchery Department then used the site until Leonard and Albert Ansell bought the business in 1928. Derek's father Sidney started as a butcher's boy to the Ansell's in the early 1930's, Derek joined the business in 1963 and his son Paul in 1997.

This showed there had been a butcher's business on the site for at least 100 years. But what of before 1898?



The Oldest Established Butcher's  
Business in Maldon.



W. FIRMIN,  
FAMILY BUTCHER,  
5, HIGH STREET, MALDON.

The best South-Down Mutton and Home-Fed Beasts of  
Superior Quality.

LAMB & YEAL IN SEASON.

Dairy-Fed PORK. Superior Home-made SAUSAGES.

FAMILIES WAITED ON DAILY FOR ORDERS.

Advertisement from E. A. Fitch's book 'Maldon and the River Blackwater' 1898

Initial research to obtain names of butchers prior to 1898 was started at The Thomas Plume Library, Maldon Library and The Essex Record Office using Trade Directories, Census Returns, Wills, Land Tax and Manorial Records. These revealed that there were more than 50 butchers in Maldon between 1791 and 1898. A surprising discovery was that between 1794 and 1862, six of these butchers were Raymonds. William and Sarah Raymond, Thomas and Ann Raymond, John Raymond and Joseph Raymond.

Derek Raymond knew very little of his family history as his father Sidney had been an orphan. It was decided to widen the area of research to investigate if there was any family connection between Derek and these other butchers called Raymond.

After further detailed research using Parish Records and Census Returns, it was established that there is in fact a direct Raymond family line from William Raymond through to Derek, and his sons Paul and James Raymond. This was quite an unexpected and astonishing find. Not only had the Raymonds discovered that their family had been in Maldon for over 200 years but also that five of the seven generations were butchers!

After this remarkable discovery, it was back to the original question. How long has the site known as 5 High Street, Maldon been used as a butcher's?

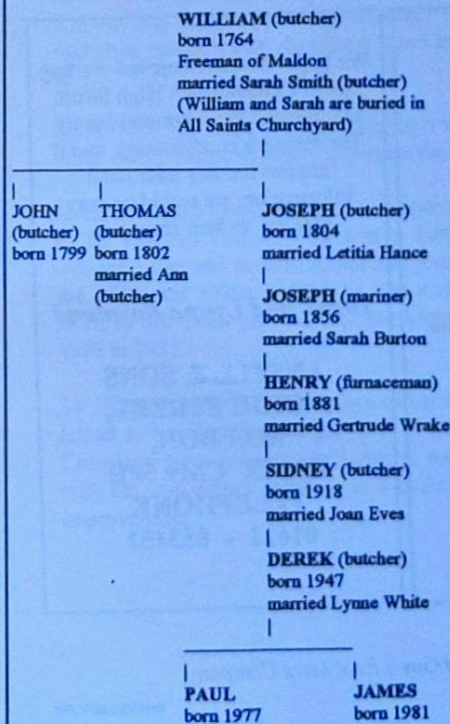
Further research into the Census Records 1841-1891 and E. A. Fitch's book 'Maldon and the River Blackwater', detailed the owners and occupiers and showed that the site had been a butcher's as far back as 1841.

The next move was to look at the deeds for the site. The original buildings, some dating back to the 15th century, had been rebuilt in the 1960's. Part of the site had been sold, and is now known as 5a High Street. The present owner holds the deeds dating back to 1832. With great generosity and trust these deeds were made available for further research.

These documents show that the property had been known as 'Crakebones otherwise Cragbones'. They not only confirmed the census research, but described who had owned the property before 1832. What emerged was the most incredible discovery. The site had been used as a butcher's business for over 200 years and listed as previous owners were none other than William and Sarah Raymond.

200 years ago Derek's Great, great, great grandparents had owned and used the site as a butcher's business as Derek and Lynne do today.

#### RAYMOND FAMILY TREE



#### BUTCHERS AT CRAKEBONES/ 5 HIGH STREET, MALDON BETWEEN 1794 - 2002

WILLIAM RAYMOND  
SARAH RAYMOND  
ROBERT JOSIAH CRANIES  
RICHARD LAMB Sen. & Jr.  
WILLIAM WRIGHT  
GEORGE HANDLEY  
NORRIS BLAXALL  
WILLIAM FIRMIN  
MALDON & HEYBRIDGE CO-OP  
LEONARD ANSELL  
ALBERT ANSELL  
SIDNEY RAYMOND  
DEREK RAYMOND  
PAUL RAYMOND



*Leonard Ansell - 1928*

**Research Sources:-**

The Thomas Plume Library, Maldon  
Maldon Library  
The Essex Record Office, Chelmsford  
Colchester Library (Local Studies)

E. A Fitch - Maldon and the River Blackwater

Kelly's, Pigots and Universal Directories

Maldon Archaeological Group -  
study of All Saints Churchyard, Maldon

Baptism, marriage and burial registers of  
All Saints', St. Peter's and St. Mary's parishes Maldon

Census Returns 1841-1891 Maldon

Freeman records, Maldon

Copies of wills

Manorial Records, Maldon

Deeds for Crakebones  
(By kind permission of Mrs. Horton),

We hope you have enjoyed reading  
about Crakebones/5 High Street,  
Maldon and the Raymond family.  
The research is continuing, and if  
anyone has any additional  
information, we would be very  
pleased to hear from you.

*Derek and Lynne Raymond*

**ANSSELL & SONS  
5 HIGH STREET,  
MALDON,  
ESSEX CM9 5PB  
TELEPHONE  
01621 - 853151**

**The History of Northey Island from a Viking Invasion Base  
to a Wildlife Sanctuary**

*by Mr.R.J.S.Long, Information Officer, for an Exhibition c.1987*

Northey Island, now a nature reserve, lies just a mile away from Maldon town in a tranquillity that has endured for centuries, but at one time its position made it a real threat to Maldon - in fact, it once served as a likely base and springboard for an attack on the town by marauding Vikings prior to the famous Battle of Maldon in 991 A.D.

Originally called Ruckholme or Hardholme it was obtained by the then all-powerful Beeleigh Abbey Estate from Robert Mantell in 1180.

In 1577 it was being referred to as Northeie. The origin of this final title appears to be unknown. Many people over the years have assumed it refers to its famous association with the Northmen (or Vikings) but this is absolutely not the case.

It is a pretty little island, a mile upriver from Osea Island, with access via a causeway that can only be used for two hours either side of low tide, With the tide on the turn this causeway can be a very dangerous place indeed with the River Blackwater racing over it.

In 1897 the high tides bridged Northey's sea walls in a number of places. These were never fully repaired even to the present day and much land was lost to the saltings.

In the 1920s the island was sold by Major de Crespigny, a well-known local landowner, to Sir Norman Angell, who was a famous author and M.P. Sir Norman was an energetic man and prolific author and journalist, famous for his political books during the 1920s and 1930s. Indeed, he was awarded the Nobel Peace Prize in 1933 for his work in this field. He was also the Member of Parliament for North Bradford from 1929 to 1931.

Sir Norman wanted a quiet place to continue with his writing and he found Northey Island to be ideal for this purpose. When he eventually purchased it from Major de Crespigny there were no trees, mains water or electricity on the island. Sir Norman, with his well-known response to a challenge, launched a campaign of restoration and improvement.

He planted many trees and repaired as much of the sea wall as he could. He built the present Northey Island house which is on three floor stopped by a large water-storage tank.

The view from the top allowed Sir Norman to command a sight of all parts of the island at any time. In his autobiography "After All" he describes in vivid detail, often humorously, the early days on this island and the privation endured while restoring it to 'civilisation' (for want of a better word!).

After the 1939-45 war, Sir Norman, then in his 70s, gave the island to his nephew Mr E.A. Lane. Mr Lane continued to improve the facilities on the island, repairing further sea walls and farming much of the island which actually covered 300 acres. Only 60 were grassland and the rest is saltings subject to daily flooding because of the original broken sea walls.

After centuries of private ownership from pre-Saxon times, the island finally became part of the nation's heritage, and indeed ownership, when it was given to the National Trust by Mr & Mrs Lane in 1978.

Along with the island, Mr Lane gave South House Farm, on the mainland opposite Northey, and its 200 acres.

The Cubs and Brownies who camp on Northey in the summer (and these groups have been going there for over 30 years) find the island a paradise of paths and beaches.. I should think that of all the many camping sites use by the Scouting movement, Northey Island must rate among the most exciting. After all, the mysterious island rates very high in children's' literature.

Northey Island is now a nature reserve of outstanding scientific interest and an important site for wintering birds, Brent geese, waders and duck.

The National Trust looks after the saltings as a nature reserve and the Anglian Water Authority keeps the sea walls in good repair.

There is a warden in residence on the island on behalf of the National Trust to whom enquiries, or requests to visit, must be made. The island is small and because of its importance as a nature reserve, access must be by appointment only, being confined to those with a genuine interest in the wild life and flora that abound there.

The causeway leading to Northey Island can be reached in two ways. One method would be to follow the sea wall from the Promenade Park, past the Maldon Sailing Club on the far corner of the park. This sea wall will take you to the beginning of the causeway, a distance of one mile. You can then climb the stile and turn right onto the farm lane and walk through to Mundon Road, turning right again, back to Maldon and the park, a total distance of 2.6 miles. In the summer months the walk along the sea wall, with the salting on your left, can be most rewarding.

The alternative route would be to dive out of Maldon to the Mundon Road, stopping at the private road sign to South House Farm. Here, you then walk down past the farm along the lane to the sea wall and the causeway, a distance of 1/2 mile.

It is well to remember that this is a private road with no vehicular access, although a right of way for pedestrians.

If you are fond of English history then pause on the sea wall where the causeway commences and look around you because this was the site of the Battle of Maldon in 991 A.D. between Saxon and Viking.

It was here that the Saxon forces under Brihtnoth held the Vikings at bay on the causeway saving the town of Maldon from possible sacking. But then that's another story

~~~~~  
B.J.S.Long  
~~~~~

### *It's that (Editor) Vacancy again*

#### *Procedure*

- 1. Collect and check material for next Penny-Farthing*
- 2. Select those items adjudged to be of topical interest*
- 3. Type in appropriate type font and size*
- 4. Trim to suit available space and fill blank spaces*
- 5. Arrange sheets into specimen booklet*
- 6. Reduce on copier from double A4 (=A3) to A4 both sides, (viz - folded when finished into 2xA5)*
- 7. Collate finished pages into sets*
- 8. Staple (x2) and fold into booklets*
- 9. Prepare labels, to include all members, stewards, and selected friends*
- 10. Label envelopes and sort for hand distribution or post.*
- 11. Deliver to distributing members (or post after stamping)*
- 12. Look forward to assistance, particularly with items 1 & 2.*

## DOE MOTORS LTD.

This is not really a Museum matter except insofar as the pictures are concerned, but older Maldonians may well remember the corner between Spital Road and Fambridge Road when it still bore the name 'Maldon Garage' above the showroom window, proudly proclaiming it to be a Filling Station. Until changing hands, if memory serves us correctly, it was operated by John Maffey, believed to hail from the Romford area.

When the Doe brothers - Ernest, Herbert and Hugh - took over with a Ford franchise in 1937 the outbuildings were in a somewhat dilapidated state, but over the years these, and a row of cottages in Fambridge Road were gradually demolished and rebuilt to an acceptable *Ford* standard; and the business prospered.

In 1997, within a Ford reorganisation, the business was taken over by Dovercourt Motors who have since closed it down and now, at the time of writing in September 2002, the whole corner building is being demolished, with the used vehicle showroom opposite no doubt under threat in the next month or so.

From all this activity the Museum has received no artefacts - it would be difficult to display an old car - but we do bring to mind the K.L.G. clock which hung in a grand frame to the west end of the forecourt and proclaimed *fit and forget!* Remember? - K.L.G. were the spark plugs of the time. If any reader has a sign or other motor-related artefact from the premises, we shall be pleased to accept it for posterity. You know it makes sense! A photo of the cottages in Fambridge Road, before they were demolished, would be acceptable.

lib190902



Little did anyone in the Doe family of Essex realise that signing a piece of official paper in June 1937 would set in motion a train of events that would see the Doe name become synonymous with both the Ford Motor Company Ltd and local motorists during the next 60 years and beyond.

But the putting of pen to paper on what was officially called a "Dealer's Agreement" became a significant first step in a relationship that grew and prospered over the years for both Doe Motors and the Ford Motor Company.

In due course, as most of us remember, success was reflected in the imposing showrooms, workshops, stores and offices, all of which were subsequently taken over by Dovercourt Motors Ltd. Today, at the time of writing, they are quickly becoming heaps of brick rubble..... and yet another Maldon business 'bites the dust', doubtless in the name of 'progress'.

lib300902



Left:  
the early  
days of  
Doe  
Motors at  
Maldon

right:  
the original  
premises in  
Spital Road,  
Maldon  
trading as  
JM Motors  
before Doe  
Motors  
started.





## MUSEUM IN THE PARK AND ALSO IN CYBERSPACE

(of particular interest to our computer 'buffs')

The following e-mail has been received from Ken Cook.....

Check out [www.maldonmuseum.fsnet.co.uk](http://www.maldonmuseum.fsnet.co.uk)  
and email [bygones@maldonmuseum.fsnet.co.uk](mailto:bygones@maldonmuseum.fsnet.co.uk)

We must use the 'maldonmuseum' e-mail at least once a month to keep it alive, even if ~~it~~ only to say good evening!

Let us know of any news that can be added to the site and we will update it.

Best wishes from the land of Suffolk.

Ken & Penny

~~~~~

Thank you very much to (Life Members) Ken & Penny for this important addition to our armoury, particularly for the offer to update the website. Would members like to send their own 'good evenings' to our very good friends in Suffolk?

Paddy

~~~~~

### A BRIEF HISTORY OF THIMBLES

The Thimble was originally called a Thumb Bell by the English because worn on the thumb, then a thumble, and finally its present name. It was a Dutch invention and was first brought to England in 1695. Thimbles were formerly made only of iron and brass, but in comparatively late years they have been made of gold, steel, horn, ivory, and even glass and pearl. In China beautiful carved pearl thimbles are seen, bound with gold, and with the end of gold. The first thimble introduced into Siam was a bridal gift from the King to the Queen; it is shaped like a lotus bud, made of gold, and thickly studded with diamonds arranged to spell the Queen's name.

## Greens Flour Mills Ltd. from 1896-1989

Abridged, with his permission, from an account by

Bernard L. Lewis Esq. C.B.E. J.P.

### PART 1 of 2.....

Until the coming of the steam engine, all motive power was created by wind or water, i.e. the windmill or the water wheel. In the middle of the last century there were about 10,000 flour mills in the country but with the coming of steam power the mills got larger. It is a sombre thought that today there are some 88 flour mills, 82% of which are in the hands of National Companies - R.H.M., A.B.F., and Dalgety. Sadly the days of the family flour mill are nearly over. In this period bread consumption fell dramatically and the mills tended to be in the larger port areas, i.e. London, Liverpool, Newcastle, Hull, Southampton, etc.

I want to tell you the story of two small mills, one being Hoe Mills of Woodham Walter, Essex and the other William Green of Branham. Together these two went to make Greens Flour Mills of Maldon, Essex.

The miller at Hoe Mills was a Samuel Garrett, a very successful stone-ground miller with, we are told, five stands. In 1877 a party of English Flour Millers went to Hungary to see the new Roller Mill. At first these were made of porcelain, soon to be made of chilled steel. It is interesting to note that even to this day they are 40" in length - this stems from the metre which of course was in use on the continent. The Roller Mill, together with the steam engine, completely revolutionised Flour Milling.

Samuel Garrett took the very brave decision of building a new mill on the River Blackwater at Maldon and to put in a Roller Milling plant. Whitmore and Billing got the order and the total cost for the Mill, Screenroom, and the Engine and Boiler was £2417. 1s. 11d. - this sum included all erection costs, but unfortunately we have no record of what was paid for the site and the buildings. The mill was designed to run at three and a half sacks (280 lb) per hour. It commenced production in 1896.

Sometime in the 1950's a cousin of the Garretts, D.C. Barrett (he travelled for W.H. Marriage of Chelmsford) showed me the brick that he laid in 1894 when the mill was being built. The brick is clearly visible just above the gantry on the north side of the mill near the apex of the roof.

Remember there were no road vehicles other than horse and cart, and the buildings which are now the workshop, canteen, toilets and sprinkler house were then the stables. The head horseman lived in a pleasant Essex timbered detached cottage where the present offices now stand. The four stablemen's cottages were occupied by tenants Bailey, Ratty, Copsey and Whybrow. We are told that when deliveries had to be made above the hill, they hitched on two extra horses for sixpence (two and a half new pence). There is no record of when lorries were bought but one imagines it was about 1910. We have a photograph of a solid tyres Karrier in the Carnival Procession in 1918.

Samuel Garrett took into partnership, sometime in the early 1900's, a Mr Pemberton, and it was said to be an unholy alliance - so much so that in July 1914 the company went bankrupt and closed down. Had it carried on for two more weeks it would have been saved as on the 4th August 1914 war broke out and the next day all flour mills came under government control and stayed so until 1919.

Next we move to the other mill - William Green and Sons of Brantham. William Green was a successful pig farmer in the Dedham valley who decided to build a flour mill basically to get the offal to feed his pigs. He became a successful flour miller and purchased another mill at Raydon near Hadleigh, Suffolk. This burned down in June 1916.

The company auditors of Green and Garrett met on the London train, and consequently William Green bought Garrett's Maldon mill for £2000. In the two years that it had been empty it was purchased by John Sadd & Sons Ltd. who sold it on to Green but retained much of the property - all the cottages, a large warehouse and yard.

William Green had six children for each of whom he built a house beside his own with the child's name in stone above the front door. Of five sons, Walter and Leno eventually and successfully ran the mill and Leno built *Hartmoor* on the London Road in Maldon, whilst Walter lived in Brentwood.

Basically the mill ran on two grists: Bread Flour was 75% Manitobas, 25% English, and the Scaling Flour of which a lot was sold was the reverse grist. No bleach or additives whatsoever. Okios was their wheatmeal which is still made to this day.

William Green died in 1921 after which the Maldon Mill became a partnership, Green Bros and remained so until 1943 when Walter died and Leno decided he could not carry on. He arranged for the accountants at Ipswich to sell the business on the 31st August 1943 for £36,000 to Edward Baker Ltd of Sudbury, Suffolk and it became Green Brothers (Maldon) Ltd. Leno remained with and travelled for the company until 1960.

Two employees at Maldon had come from the burnt out mill at Raydon - Ernest Ward became Foreman in 1947 when Harry Green (a Green family cousin) retired, and Albert Tricker was Head Roller until he retired in 1958. Both were good honest men, and Albert prided himself that he was never late in his working life; we could do with people like that today!

I came to the mill as Manager on 15th January 1947 upon my return from Egypt. About one month later Alan B. Baker the Managing Director was released from the Ministry of Food where he had served as assistant to Cecil Loome at Colwyn Bay. Our first job was to prepare the company for the day when it was decontrolled. Sadly, it took until 1953 before that happened. Bread rationing, which was not imposed during the war, had to be introduced in 1948. Of course, during the control years customers were tied to the miller who could not open new accounts unless they bought some other miller's datum. The years from the end of the war to decontrol, some seven years, were miserable years.

E.R.F. Turner & Co. Ltd. of Ipswich were entrusted with the first remodel (mr W. Stubbs &

W. Brett) and this was finished by Christmas 1948. Many new roller mills and centrifugals were the main feature - this made the mill capable of producing eight sacks per hour. It should be said that there was no silo capacity whatsoever, the wooden warehouse 106' long and 45' wide with three floors was not only where the flour was stacked but along the sides were wooden bins for the English wheat. Manitoba wheat came by barge and was placed on the floor 100 tonnes at a time. When it was needed, men shovelled it to a hole in the middle of the floor.

In 1954 we built 12 x 60 tonne concrete silos. These were by the new method of pouring the walls, two feet every other day. They were quite good, and ten years later we built a further block of eight silos in steel and a further eight steel silos in 1973/4.

When I came to Maldon, Mr E. Geoffrey Baker and Mr Stannard used to visit from time to time. Geoffrey Baker used to do two small rounds on alternate Thursdays - Mr Fred Norton of Goldhanger, Mr Hood at Tolleshunt D'Arcy and Mr Cyril Coates of Tollesbury. That was on one Thursday; next came Mr Welch and Mr Martin of Burnham and Mr Jones of Tillingham. Today only Martin of Burnham is left. These two rounds were soon handed to me.

Until the ending of controls in 1953, the few cars about were owned by the individuals and used for company purposes on a cost per mile basis. Alan Baker had a Morris 10 saloon and I had a Standard 10. There were very few cars in the Maldon area. In 1949 petrol became severely rationed - in fact it was impossible to drive out of Maldon without a permit. It is true to say that times were much harder after the war than during the conflict.

In 1954 as soon as we were free from Government control, Alan Baker was at a dinner in London and in the course of the evening he found that Mr Miles Wyatt, who was then Chairman of British United Airways, had just bought Franklins of Biggleswade. The flour mill part he sold to Greens, and this opened up a completely new world. Two new lorries were purchased, drivers taken on, and we were then delivering to Bedfordshire. They had two larger customers, Gilberts of Kempston, Bedford, and Notts of Letchworth. We did make a great effort to take over Gilberts but were overbid by Garfield Weston of Allied Bakeries. They were very aggressive at that time. The Notts connection lasted for a number of years but finally they too sold to Allied Bakeries. We were left with a large quantity of small bakeries - Bedford seemed to be full of side street bakeries. At about this time John Markham joined the company and one of his jobs was selling flour in the Bedford area.

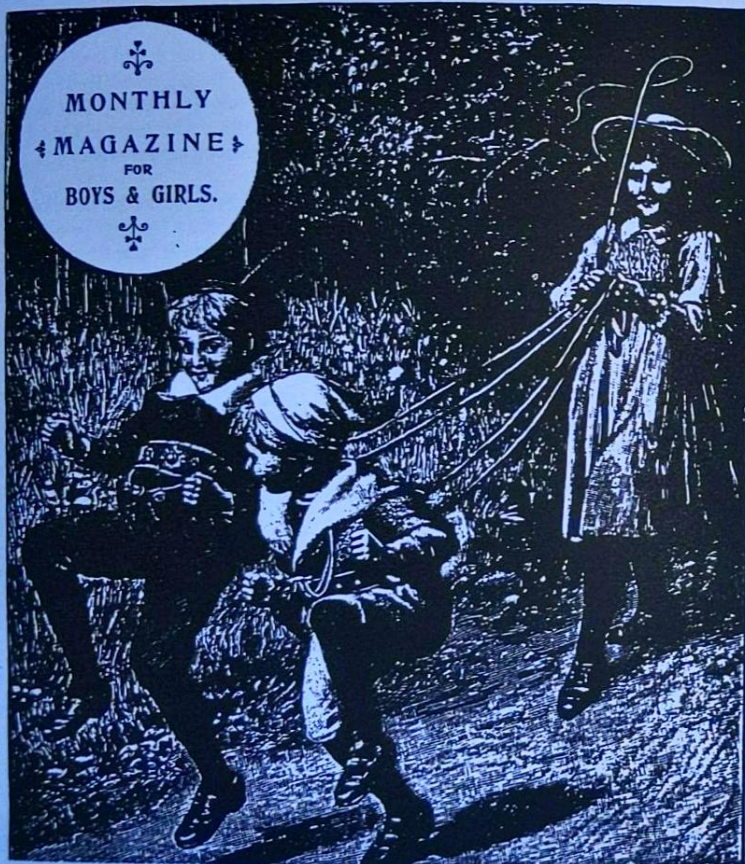
Regarding Franklins mill, I well remember being in Langford, Biggleswade, at 6 a.m. one Saturday morning and formally closing down the mill. Maldon then took on the flour production, two 32 x 10 roller mills which were post-war were then brought to Maldon and put into the plant - one became E & F, and the other 4th Bk. Each mill was eventually incorporated in the big remodel of 1968.

Also in the late 50's we were making a biscuit type flour for Cerebos who had a factory in South London making rusks by a special process for the sausage trade, about 35 tonnes per week. Gradually, as the small baker tended to close down, the trade diminished but to this day we still trade in the Bedford area.

-----to be continued in P-F 32-----

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Please note that opinions expressed are those of the individual  
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