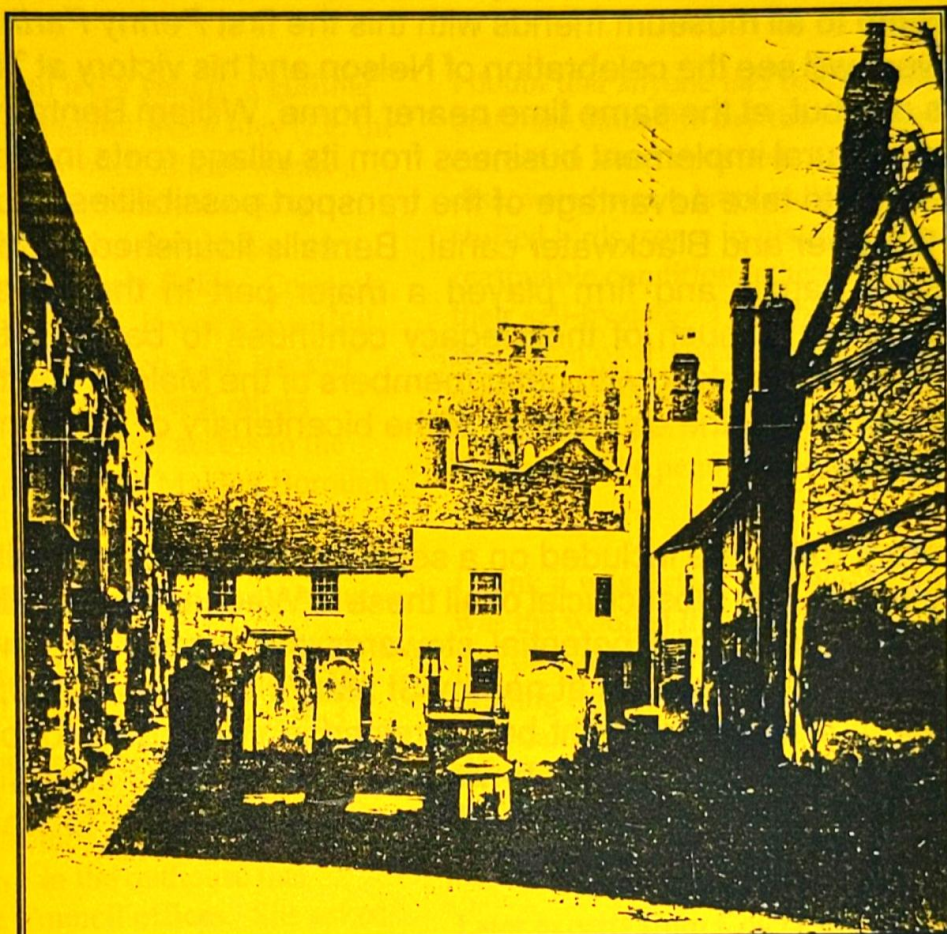


THE PENNY FARTHING

The Newsletter of Maldon District Museum Association



A SOURCE OF CONTROVERSY

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CHAIRMAN'S CHAT

Welcome to all museum friends with this the first *Penny Farthing* of 2005! This year will see the celebration of Nelson and his victory at Trafalgar 200 years ago but, at the same time nearer home, William Bentall was moving his agricultural implement business from its village roots in Goldhangar to Heybridge to take advantage of the transport possibilities afforded by the new Chelmer and Blackwater canal. Bentalls flourished and for over 150 years the family and firm played a major part in the development of Heybridge and much of their legacy continues to be seen there today. Our museum, working with other members of the Maldon Heritage Forum, is contributing to the celebration of the bicentenary of the Bentall link with our locality.

Important dates are included on a separate sheet included with this issue but, perhaps, the most crucial of all these is Wednesday 30th March when all past, present and potential stewards are invited to join committee members at the Octagon at nearby St Mary's Church at 2.30pm. Please invite any friend, who might be interested in stewarding to join us there. There will be an opportunity to view the new displays after discussion of administrative matters related to the new season. I look forward to seeing you there!

Finally may I, through the columns of the *Penny Farthing*, convey very best wishes from everybody involved with the Museum to Mike Bennett for a speedy and complete recovery from a lengthy illness that has prevented him from playing his usual major role within our Display Team.

Paddy Lacey

Our cover picture shows All Saints' graveyard prior to 1917. See story page 18

Penny Farthing is dependent upon your contribution.

All articles, items, photos, comments and letters are welcome:

Please send to Tony Mandara, 41 Abbotsmead, Heybridge, Maldon, Essex CM9 4PT.

Tel: (01621) 840056

Copy deadline for the Summer 2005 issue of *Penny Farthing* is 6 May

Our series "A Closer Look at an Exhibit" and particularly the Merryweather Manual in the last edition of *Penny Farthing*, has elicited the following item

"It was on a Sunday Morning"

It is one thing to tell a yarn to a gullible friend but it is another when they (i.e. the Editor) calls your bluff and demands a written account for *Penny Farthing*. Memory, or perhaps I should say, my memory, is notoriously fickle. Certainly, beyond contradiction, it was a beautiful balmy autumn day when Cath Backus, Arthur Simpson and several others including myself gained access to the outhouse adjoining the Maldon Borough Council Offices then on Market Hill.

Cath had conscripted me into the Maldon Museum Association - you did what you were told when Cath commanded. The search was on for whatever remained from the museum that in the inter-war years was in London Road - on the site now being developed. Cath had a hunch that they were in the outhouse that adjoined the Council offices. She asked the Council Officers and was referred to the caretaker. The caretaker was on holiday, was too busy, had lost the keys, was ill and so it went on for several months but Cath was determined. Eventually, after several months, she learnt that the keys had been found so she called at the caretaker's house one Saturday morning only to be told that after many years service he had retired the previous day and had no intention of raising a finger to help. Cath persisted and in due time common sense prevailed and the key was handed over.

I doubt that anyone had been in the outhouse since the day the museum collection was deposited. What we discovered was a large collection of stuffed birds, some in glass cases and in reasonable condition, others distinctly past their sell-by date. Then there was a collection of artefacts brought home by a member of the Sadd family who had been to the South Seas. Much had been ruined by damp. The pennyfarthing bicycle was there.

I think it was Arthur who wondered what was the wooden thing protruding from a pile of coal outside the outhouse. A little probing and we discovered the base of the old Maldon fire engine and this was later restored. Our big disappointment was not to find Edward Bright's waistcoat that we were told was in the original museum.

Later experts from Colchester gave advice on what was salvable and worth retaining. These items formed the basis of the Museum Association's early displays in the High Street premises that they initially occupied at nominal rentals and the goodwill of its landlords.

I now await in apprehension for someone to tell you that it was during a thunderstorm, on a bitterly cold Monday in February when we made our discovery. Perhaps they can also tell you which year it was. My guess is 1967. In the next life I vow to keep a diary.

Harry Bacon

BENTALLS of HEYBRIDGE

PART 3

In 1853 Edward Bentall purchased a patent for a chaff-cutter but the demand never came up to expectations and less than a dozen were sold in the first year of manufacture. Here was something else for the inventive Edward to investigate and he discovered that the use of cast iron made his cutter, and those of almost every other manufacturer, too heavy for convenient working.

He experimented by making the legs of steel, thus reducing the weight considerably, then equipped his cutter with a sheet metal and wooden cover. It was demonstrated at the Royal Agricultural Society's trials at Chester in 1858 and made an immediate impression. Once again business expanded and Bentall chaff-cutters took their place alongside the pulpers as another major product of the Heybridge works.

Bentall was also associated with oilcake-breakers. It was a touch of Edward's genius which transformed the existing machine into one which every farmer wanted to buy. By a simple adjustment of the rollers the Bentall machine could regulate the size into which the cake was broken, and this, added to the strength and lightness of manufacture, was responsible for an ever-increasing demand. As soon as the new cake-breaker was put on the market as many as two thousand a year found ready buyers.



The Bentall Dynamometer attached to a plough to ascertain the amount of draught or labour performed by the horses in turning over the soil. It could also be used for any other purpose of a similar nature.

Reproduced from a 1850 catalogue

For the next ten years the company prospered until, by 1870, it was producing some twenty thousand cutters, pulpers, and cake breakers each year. At the same time it was manufacturing a wide range of ploughs, reapers, threshers and other agricultural machines, while also turning out vast quantities of engineers' bright steel nuts, bolts and other articles.

There was also a demand for screw-cutting machinery, yet Edward Bentall's restless energy had to find new outlets. For a time he concentrated on subsoil ploughs, producing a patented implement that performed the two operations of breaking up and paring the soil simultaneously, capable also of subsoil ploughing. He also invented a self registering dynamometer for testing the draught of ploughs. He even turned his attention to garden implements to produce a lawn mower which sold in large numbers.

In 1871 a German firm in Ausburg offered to place an order for five thousand chaff-cutters if certain modifications could be made to suit the European market.

Edward gave his representative *carte blanche* to travel through Europe to discover exactly what European farmers required. From his findings Edward was able to modify his machines and produce special European models which were marketed in Germany, Austria, Hungary, Poland and Russia. The demand was enormous and once again the Heybridge works had to be expanded.

Edward Bentall was now an exceedingly wealthy man. He was a hard taskmaster, expecting his workers to put in long hours for comparatively meagre rates of pay. To avoid journeys from the bank with large sums of money for wages, he paid his workmen with vouchers which could be

exchanged for goods at local stores. Such was the Bentall reputation that these vouchers were accepted almost as the equivalent of banknotes.

Yet he was not an ungenerous man, and in sickness or accident his men knew they would be looked after. He kept a special stock of port, and any man too sick to work could always count on a bottle, for he reckoned port wine to be one of the finest medicines in the world.

Mrs Bentall, too, would comfort the families of sick workmen with gifts of soup, fruit and jelly or warm clothing. Edward was also a pioneer of pensions and, although he never carried it as far as a formal pension scheme, any long time employee was usually sure of a few extra shillings a week when he became too old to continue working.

There is a story that in 1860 Edward Bentall met "old Marten" the man, who 30 years before, had first taught him how to make a ploughshare, still at work in the factory. Now a very old man "old Marten" admitted that he was getting too old to continue working so Edward offered him a pension of 12 shillings per week when ever he wished to retire. A fortnight later "old Marten" gave up work for good. Sadly he did not live long enough to enjoy his well earned retirement, for just four days later he died.

Edward Bentall tolerated no idleness in his factory and was

a frequent visitor to the workshops, often two or three times a day - anyone whom he found slacking would feel the weight of his walking stick across his back. But he was also just in his dealings with his men and for that they respected him.

In politics Edward was a Liberal and in the 1868 election he was returned as Member of Parliament for Maldon with a majority of 153. He sat in the House until 1874 though he played little part in the debates and did not stand as a candidate in the following general Election.

He was also closely connected with the Volunteer Movement (a form of territorial army) in its early days, first as a member of the Maldon Company, but later raising the 1st Essex Volunteer Engineer Corps at Heybridge. He commanded one company himself, the second being commanded by his son, E.E. Bentall. He supplied the men's equipment at his own cost and also built the Drill Hall.

In 1873 Edward built himself a new house in Heybridge, designed by himself specially to indulge his hobbies of astronomy, natural history, botany, fruit culture and spiritualism (a popular Victorian pastime). He had long been interested in cement as a building medium and in "The Towers", as his new house was called, he put his theories into practice.

The house was built entirely of concrete blocks, decorated

by Italians; and it is believed to be the first building in England to use reinforced concrete in its construction. The house was heated by hot-air ducts and as originally designed, had no fireplaces. Eventually some were included but only for decorative purposes in the rooms. "The Towers" cost over £65,000 to build, an enormous sum in the 1880s.

During the Second World War "The Towers" was used as a prisoner of war camp and it was demolished in the 1950s to make way for a housing estate. The concrete structure was so strong that the only way to pull it down was by explosives, the rubble being used for the foundations of Bradwell Power Station. Today all that remains is the original gatehouse, opposite Plantation Hall Community Centre.

Edward was a keen yachtsman and designed for himself a yawl, *Jullanar*. Her construction was a marvel of ingenuity, both for strength and solidness, and her design marked a tremendous step forward in the shape of racing hull form. Edward explained "I wanted to build a yacht with the longest waterline, the smallest frictional surface and the shortest keel".

The *Jullanar* was a record beater and set a new fashion for racing yachts. She was built at Heybridge Basin and fitted out at Wivenhoe. All her metal fittings were made at Edward's own ironworks.

Continued Page 5..



Following our story "The Movies Came to Maldon" in the Autumn 2004 Issue of *Penny Farthing*, Len Barrell has kindly sent us the above press cutting & photograph of the Embassy usherettes. The photograph was probably taken when the cinema first opened in 1935, because the caption reads "The newly appointed usherettes line up for the camera: Back row, from left to right, Lucy Luckin, Vera Cross, Doris Watling, Anne Todd, George Copsey and Doris Wiggins. Front row, from left to right, Gladys Hyde, the boy is unknown and Violet Symmonds."

George Copsey and Doris Wiggins were later to marry and ran a fish and chip shop in Hall Road, Heybridge.

Unfortunately, *Penny Farthing* does not know from which paper the article came from or the photographer, however we give due acknowledgement to whoever they may be.

BENTALLS of HEYBRIDGE

Continued from page 4

Although Edward never raced himself, after she was sold the *Jullanar* was entered for most of the regattas round the coast and had a phenomenal success in the big class races, proving to be an absolute wonder in a hard blow of wind.

A model of the ship was presented to the Science Museum, as were her plans. In 1955 the *Jullanar's* bell was placed in the Blackwater Sailing Club, of which Edward Bentall was the founder Commander.

to be continued

By The Way

During the 17th century two pioneers in obstetrics, Dr Peter Chamberlen (1601 - 1683) and his son Dr Hugh Chamberlen (1630 - 1720), lived at Woodham Mortimer Hall. There is a blue plaque marking the fact on the wall outside.

The Butcher, the Baker and the Candlestick Maker

Adapted from ten leaflets produced by, and available from,
J A Vesey, 9 Littlefield Way, Fairlands, Guilford, Surrey GU3 3JE.



No 4 THE CABINET MAKER

According to White's Directory there were seven cabinet makers working in Maldon in 1848. However, by 1898, Kelly's Directory shows only one still remaining.

James Beale, the son of John and Mary Ann (nee Keys), was born in Maldon in 1817. His parents were the Master and Matron of the Union House and upon his father's death his brother Joseph took over the position. Joseph and his wife Harriet continued there together until 1866 when Charles Timperley from Mansfield was appointed. Four years later Charles Timperley married James' daughter Mary Ann so the workhouse was once again in the Beale family.

James and his wife, Ann, had four sons and four daughters. His cabinet shop in the High Street was one of the oldest in the town and of great architectural interest. He was a genial man and was very well respected. His interests included shooting and cricket.

James died in 1899. His son, John Beale junior, who was born in 1843, worked for 64 years at Messrs E. H. Bentall & Co.

George Burnes was born in Maldon in 1850, the son of Benjamin and Eliza. His premises were in Farnbridge Road.

David Mansfield, born in Suffolk in 1870, was the son of David and Hannah Mansfield. He had a cabinet maker's shop on Market Hill.

Sydney Robert Parke, born in Heybridge in 1879, the son of Arthur and Ellen Parke. He married Mary Ann Harvey in 1901 and had premises in New Street.

George Henry Tunmer was born in Southminster in 1846 and moved to Maldon sometime between 1875 and 1880. He first lived in Queen Street, but soon moved to Market Hill where his premises were situated on the corner opposite St Peter's Church. He was married to Mary Ann and died in 1932.

George's son, Albert Edward Tunmer, was also born in Southminster in 1870. He was married to Alice Bond (1870-1931) who was the daughter of John and Sarah Jane (nee Spells) and was a dressmaker before her marriage.

An advertisement in the local newspaper of July 1898 declared:

FOR FURNITURE,
LINOLEUMS,
PAPERHANGING, PICTURE
FRAMES, MAIL CARTS,
AND PERAMBULATORS,
GO TO
G.H. TUNMER & SON
Cabinet Makers,
Upholsterers, Polishers &
Paperhangers
Mattresses Dressed and
Re-made; Antique Furniture
Restored
ALL KINDS OF BLINDS
MADE AND FIXED TO
ORDER
ONLY ADDRESS-
19 MARKET HILL, MALDON

— * —

Vesey's leaflet lists a further 13 Maldon cabinet makers but without any details as to when or where they traded. These were;

*Oliver J Andrews
Robert Bamwell
Geoge Camping
George Cole
James Cottee
John Hodgson
Mrs J Hodgson
Charles Keen
Stephen Orrell
Thomas Carington Reeve
Joseph George Seamans
Mark Shelley
George Stratford*

to be continued ...

A Closer Look at an Exhibit ...

'twas on a Monday morning, oh...

Whenever I see Maldon Museum's exhibit of a Victorian kitchen on washday, I am immediately taken back to my childhood. I don't mean that I was alive during Victorian times, only that washday did not change much during the next 50 years and my grandmother, with whom I spent my early years, continued doing her laundry in exactly the same manner into the early 1940's. Indeed it is one of the few things I can vividly recall from my childhood.

Washday was a major event of the week and always took place on Monday. Grandma would be up very early in order to light the fire to heat the water. The boiler was housed in the "Brew House" - a small brick building with a flagstone floor which was built against the back wall of my grandmother's grocery shop and home. Why it was called the "Brew House" I have no idea, but it was here that the ritual of the weekly laundry was performed and besides the boiler, it contained the dolly tub and mangle, but more of those later.

In one corner stood the boiler - a large metal tub mounted in a brick surround in which the water was heated. For some reason this boiler was always referred to as "the copper", although ours was made of cast-iron (were any made of copper I wonder). Underneath

the copper was space for a wood fire. As there was no water supply to the outhouse it had to be filled from metal buckets carried from the kitchen - not too onerous a task in summer but most unpleasant in winter when it was raining hard or the brick yard was covered in snow.

In country areas where water had to be drawn from a well the job would be even harder. However, most cottages did have a butt for the collection of rainwater which was highly prized for its softness.

Having ensured that the fire was drawing, a wooden lid was placed on top of the copper and grandma returned to the house. While the water heated she would put a rabbit casserole on the range to simmer all day ready for our evening meal, otherwise we ate the remains of the previous Sunday's dinner cold with pickle. There was no time for any other cooking on washday.

She would then sort the week's wash - whites and delicate items were first to be washed, then coloureds and finally the dirtiest clothes - my uncle's overalls were particularly filthy from his work in a foundry. By the time this was done the water in the copper was usually hot, assuming the fire had not gone out, and it would be transferred into the dolly tub by use of a ladle, similar to a big shallow saucepan.

Our dolly tub was a large wooden barrel obtained from the local brewery (could this be the reason for the title "Brew House"?), although some houses used a galvanized zinc tub, with ridges all round to give it strength, made especially for the task.

As these were the days before detergents, soap flakes were grated from a large, solid bar of Sunlight soap into the water and vigorously stirred to dissolve them ready for the first wash load.

Whites which required the hottest water went in first but not before each item had been carefully examined. Any marks which might prove stubborn were rubbed with the moistened soap bar prior to being put into the dolly tub. Once in the water a dolly stick or posser was used.

The dolly stick was a long wooden pole, with a smaller length of wood inserted through it near the top to form a handle. Mounted at the bottom was a heavy wooden disk with three wooden prongs sticking out, similar to a small milking stool. A posser was similar but with a copper, bell-shaped bowl in place of the milking stool.

In use the dolly or posser was lifted off the bottom of the tub then dropped while, at the same time, being given a twist to stir the washing, thus

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imitating the action of a modern washing machine. This labour would continue for several hours, depending on the amount of washing to be done.

Once satisfied that the wash was clean it was transferred to an oval tin bath (the same one used for our weekly all-over wash) using a pair of wooden tongs. The wash was then thoroughly rinsed, at least three times, and on the final one a "Reckitt's Blue Bag" (a calico bag containing a special blue powder), was added to help maintain the original brightness of white items.

Any delicate items were hand-washed using a washboard - a wooden board with ridges down it (sometimes with a rippled glass surface) on which the item would be gently scrubbed.

Really dirty items might have to be boiled for several hours so the boiler would be constantly topped up to ensure a good supply of hot water.

After the final rinse everything was put through the mangle to squeeze out any excess water - no spin driers in those days! The laundry was fed between two heavy rollers, usually made of wood but sometimes covered in rubber, held in a cast iron frame. The rollers were turned by a handle on the side and pressure could be adjusted by means of knobs on top of the frame.

Again this was laborious work because the wet laundry was extremely heavy and had to be lifted from the tin bath to

the rollers with one hand whilst turning the handle with the other.

Having been through the mangle (now you know where the expression comes from), the laundry was placed in a wicker basket and taken to be hung on the clothes line. This was a length of rope stretched from a pulley on the back wall to a post at the bottom of the garden and the washing was attached by wooden pegs. Pegs were made from carved pieces of wood, split for half their length and bound at the top with a small piece of metal or wire to prevent them completely splitting into two halves. They were usually made by gypsies and sold door-to-door. Spring-operated pegs did not come into being until the 1960's.

As all the local housewives did their laundry on the same day, pegging out the washing was their one chance for a chat and was quite a social occasion. They would call out the latest news and gossip across the garden fences to one another as they worked.

When full, the line would be pulled taut using the pulley and a prop was used to lift it higher to catch any breeze. The prop was a length of wood or tree branch about ten feet long with a notch in one end. It would be hooked under the rope and the other end braced on the ground - the weight of the washing would usually prevent the prop from slipping. If, as sometimes happened, the rope snapped then the entire wash had to be done again.

If it was raining the washing had to be dried indoors. It was placed on the clothes-horse, a hinged wooden frame, in front of the range or on an airer suspended from the kitchen ceiling. Drying in this manner might take several hours and the damp smell gave rise to the expression "about as pleasant as a wet washday".

Once the actual washing process was completed, the fire under the copper was extinguished, the dolly tub emptied, the brew house tidied and the tin tub returned to its nail on the wall outside the back door, ready for Friday bath-night.

After tea the table was cleared and covered with an old blanket and sheet to make an ironing board. The laundry was then pressed using heavy flat irons heated on the black-leaded range but, with no temperature gauge to work with, extreme care had to be taken not to scorch the item. To speed the process an iron was always on the stove getting hot, but even then work did not finish till late evening.

Laundry sometimes took several days. Fortunately grandmother had my aunt and uncle living with her so that the work was shared between the two women and the shop kept open as normal.

Good old days they may have been - but not for the poor housewife with half a dozen children and no help on washday. Next time you see our exhibit just reflect what life really was like not so very long ago.

BLACKWATER DECORATIVE & FINE ARTS SOCIETY (BDFAS)

By Ian Valentine - Chairman BDFAS

Many readers will know that members of the Blackwater Decorative & Fine Arts Society help Maldon Museum with stewarding, but perhaps don't know anything about BDFAS, so your editor asked me to put you in the picture.

BDFAS was started 33 years ago and with more than 330 other societies is affiliated to the National Association of Decorative & Fine Arts Societies (NADFAS for short - fortunately!). The object of NADFAS, which is a registered charity, is "to promote the advancement of the aesthetic education of the public in the cultivation, appreciation and study of the decorative and fine arts, and the giving of aid to the preservation of the artistic heritage of the United Kingdom and other Countries for the benefit of the public."

So why do we help with stewarding? Well this forms part of what is known as Heritage Volunteering. We don't have any grand houses where we could clean or carry out conservation work on delicate textiles such as curtains or bed hangings; make reproduction period costumes for museums (such as the Queen's Lodge in Epping); clean and catalogue a collection of china or a library of books (some members do help with conserving the leather covers of books in the Plume Library in a private capacity). So stewarding at the museum is our way of volunteering.

What else does BDFAS do? Our main activity is meeting for monthly lectures on the decorative and fine arts in Wickham Bishops Village Hall from October to July. The lectures are given by recognised experts in their field, most of whom also lecture at the British Museum, the V & A and similar institutions. They have been through a rigorous selection process to ensure that they have the knowledge, an interesting presentation manner in a style suitable for a non-specialist audience, and that they have an excellent selection of colour slides to accompany their lectures. An enormous variety of subjects is covered.

This season for instance we have talks, among others, on Mozart's Operatic World, The Romanisation of Britain, Christmas Frost Fairs on the Thames, The Age of Hepplewhite and Sheraton, The New Berlin - Art and Architecture, William Morris, Holiday Homes of the American Rich 1870 - 1940. Some lectures are linked to subsequent visits, such as that on Berlin which precedes a planned 4-day trip to that city in April. In between lectures day trips to places such as Peterborough Cathedral, Behind the Scenes at the Royal Opera House and to Hampton Court are also on offer.

Is that all? No, another important activity is Church Recording. This involves making a written record of

every single artefact inside a church - the woodwork, monuments, stained glass, paintings, textiles, metalwork, etc.

About 25 years' ago the V & A asked NADFAS for help in this work, and to date over 1,100 churches around the country have been recorded, of which BDFAS has contributed three - Great Totham, Tolleshunt D'Arcy and Little Braxted. At Little Braxted for instance, a colleague and I recorded everything made of wood from the roof to the candlesticks.

We were expected to describe everything in a technically correct manner, give precise measurements, research when and by whom the item was built into the church, or when and by whom it was presented and details of the designer if appropriate, and to quote references to support these facts. Our record was often supported by a photograph or sketch.

Once complete five copies of the record are made, which are then distributed to the V & A, the National Monuments Record Centre, the Essex Record Office, and the parish with one copy retained by NADFAS. On several occasions church records have enabled the police to recover stolen items, so they have a very practical as well as historical benefit. We are shortly to start a record of All Saints, Little Totham.

Do you have time for anything else? Yes! Many teachers think that the teaching of art in schools has suffered from the need to follow the national curriculum, so societies support various Young Arts programmes. BDFAS, for instance, sponsored the design and painting of the mural panels by pupils from Plume School, which it is hoped will decorate the outside wall of the Museum sometime this year.

It seems to be a very active and vigorous society. You're right! BDFAS has almost 170 members and we are keen to increase this number, so if this article has whetted your appetite just give the Membership Secretary, Chris Adams a ring on 01621 892474 for more details. The annual subscription is £32 per person, which at £3.20 per lecture represents astonishing value for money, but by prior notice to Chris you can come as a visitor for £4 to sample what we offer.

If you would like to know anything else about BDFAS please give me a ring on 01621 788224. Otherwise I look forward to seeing some of you at a future meeting.

Ian Valentine
Chairman BDFAS



BUSH & KERRY ESSEX BOYS AT HEART

Without wishing to become involved in American politics I found the following item of interest and hope readers may be similarly intrigued.

According to Billericay's MP, American President, George Bush and last year's presidential candidate John Kerry, are ninth cousins twice removed, both being descended from the same 17th century emigrant from Wickford, Essex. This claim was made on a TV news item in October last year. Does anyone know anything more about this claim or who the emigrant was? Certainly numerous websites confirm the relationship but give no details as to their Essex ancestor. If true it would further strengthen Essex's ties with America and prove that our county played more than its fair share in its foundation.

HELP! - WE NEED SOMEBODY

Readers may have noticed that the Museum has recently started selling *Penny Farthing* to the general public at 50p per copy. (Members of the Museum Association will of course continue to receive their copies free of charge). Although this is only a very modest trial, results have so far been encouraging and we are anxious to make the publication self-supporting and perhaps show a small profit for the Museum eventually.

In an effort to further reduce our overheads we need your help. Are any of our readers living in the villages around Maldon prepared to hand deliver a small number of copies of *Penny Farthing* to other subscribers in their community? It may only be necessary to deliver half a dozen copies, four times a year, but this would help cut our large postage bill, thus freeing funds for other Museum projects.

If you could also enrol any new subscribers to *Penny Farthing* (just £2 per year for four copies), that would be a bonus!

Volunteers in the first instance should please contact the Editor, address at the bottom of Page 1.

There Goes Another Flying Camel

Less than five miles from Maldon stands a unique group of buildings. Though never the property of a famous family, nor particularly old, nor of outstanding architectural importance (in fact they are very undistinguished), they are of the greatest historical importance. At Stow Maries can be found a First World War airfield where some 20 of the original 46 single-storey individual buildings still remain.

Work on developing the site began in 1914 as one of several airfields established around south-east England to provide home defence for London. It was formed by the amalgamation of three fields requisitioned from the Turner family at Edwins Hall and three more from Jones' farm at Old Whitmans. Hedges were grubbed out to provide an area of about 120 acres, to the south of Flambirds Farm.

The name "Maries" derives from a marshy area of the parish alongside the River Crouch, but the area was known by locals as Stow St. Mary, after the nearby parish church of St Mary and St Margaret. Access to the site was from Strawberry Hall Lane, a minor road on the western boundary, linking Stow Maries and Cock Clarks.

At the outbreak of war the British Isles boasted just seven aerodromes. Most experts

at the time considered the aeroplane to be little more than an aid to reconnaissance. However by the end of the war, aircraft had become such a sophisticated weapon of modern warfare that 301 airfields had been built to accommodate them.

The needs of the earliest airfields were very basic, requiring only firm ground which would allow landing and take-off runs of around 500m, plus sufficient space for administration and accommodation buildings. RFC practice classified these buildings as either "technical" (aircraft sheds and buildings for storage, maintenance, repair etc.) or "regimental" (administrative, sleeping and site amenities). At first these structures were no more than tents and canvas covered hangars but as the war progressed they were replaced by the permanent buildings some of which can still be seen at Stow Maries.

Servicing and repair of the engines was carried out off the base at designated sites, but minor repairs would probably have been carried out on site.

The first aircraft to arrive at Stow (as it was usually called), were part of the 37th Squadron of the Royal Flying Corps. 37 Squadron had been established in early September 1916 at the experimental establishment

of Orfordness, Suffolk, flying BE.2s and BE.12s. By 15 September the squadron headquarters had been established at The Grange, Woodham Mortimer, and its three flights dispatched as follows; A-Flight based in Rochford, B-Flight at Stow, and C-Flight at Goldhanger where it replaced the Royal Naval Air Service, then in the process of moving out.

Their task was to protect London from the threat of Zeppelin airships and, after 1917 from Gotha bombers.

B-Flight's commander was Lt. Claude Ridley but it was not until 23 May 1917 that he led the first sortie from Stow. Flying BE.12a A6318 he patrolled for three and a half hours but landed without any enemy contact. Lt. G D F Keddie also took up a BE.12a but was forced to land at Covehithe, Suffolk, with engine problems.

It had originally been planned to allocate eight Sopwith Pups to the squadron but these never materialised, five Sopwith 1½ Strutters were received instead.

Patrols were flown spasmodically throughout the summer of 1917 with varying results. As radio contact with the ground was not attempted until August of that year, 37 Squadron had to fly patrol lines at set heights in the hope of intercepting enemy aircraft

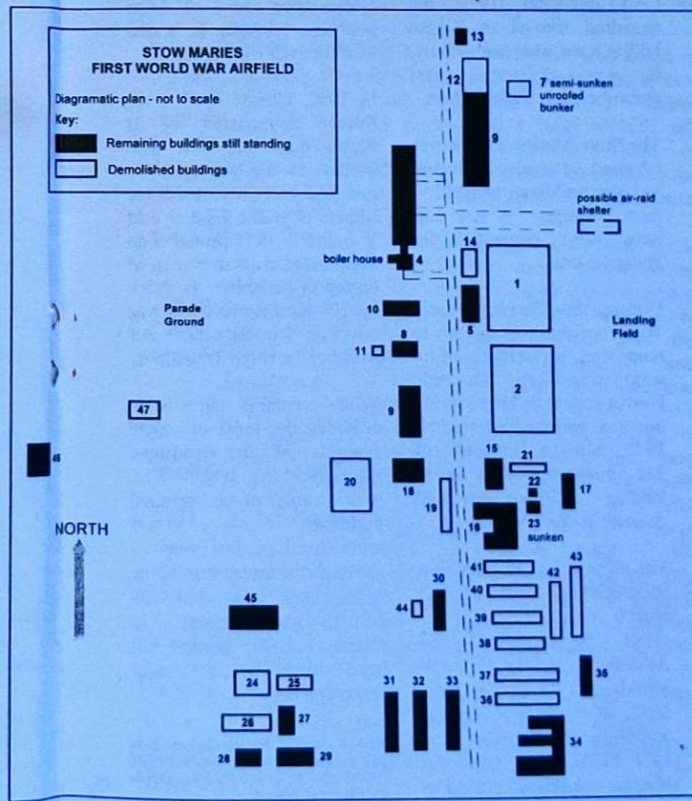
or Zeppelins. Any change in orders was conveyed to pilots by ground signals but making contact with the enemy was unlikely and patrols were frequently inconclusive or terminated early.

Aircraft from Stow often had to make emergency landings at Rochford or Goldhanger from where they operated on the next occasion that enemy raiders were reported.

From its formation until November 1917, the Commanding Officer of 37 Squadron, was Major W B Hargrave, and it was during his leadership that the squadron made its most famous "kill". On 17 June, 1917, Zeppelin L48 was part of a force of four attacking London and 32 sorties were flown by Home Defence Squadrons against the two airships which reached their

target but only L48 was attacked and then by only four aircraft. Lt. L P Watkins, of C Flight operating from Goldhanger, finished off the airship which had already been set on fire by Captain (later Air Marshall Sir Robert) Saundby from Orfordness. The airship crashed at Holly Tree farm, Theberton, Suffolk, killing all but two of the crew, with Watkins and 37 Squadron being officially credited with the "kill".

In July 1917 A-Flight was moved from Rochford to Stow and in June 1918 (two months after the Royal Flying Corps



BUILDINGS USE (see plan)

No.	Buildings Use
1 & 2	Aircraft Sheds
3	Workshops
4	Dope Shop
5	Unknown
6	Technical Stores
7	Ammunition Store
8	Blacksmith's Shop
9	Motor Transport Shed
10	C.O.'s Garage
11	Store
12	Unknown
13	Guardhouse
14	Unknown
15	Offices
16	Other Ranks' Mess
17	Pilots Ready Room
18	Fuel and Coal Store
19	Unknown
20	Recreation Hut
21	Unknown
22	Water Tower
23	Reservoir
24 - 29	Women's Hostel
30	Senior NCO's Quarters
31 - 33	Officer's Quarters
34	Officer's Mess
35 - 43	Men's Huts
44	Unknown
45	Squadron HQ
46	Generator House
47	Podium

became the Royal Air Force) the Station Headquarters was transferred there from Woodham Mortimer.

With the arrival of Sopwith Pups at around the same time, the squadron was now officially classified as a night fighter unit, although it had been operating unofficially as such for the previous fifteen months.

Night flying was a particularly hazardous venture because, once in the air, pilots had little technical assistance beyond a torch to read their instruments by. On the ground only a few burning flares would illuminate the landing strip for homecoming aircraft. These flares consisted of two gallon petrol tins with the tops cut off and half filled with cotton waste soaked in paraffin.

The squadron's complement of aircraft was further boosted by the allocation of Sopwith Camels. However, the war ended without them seeing action and no offensive sorties were flown. As part of their gunnery training, the silhouette of a Gotha bomber had been marked in chalk close to the southern edge of the aerodrome within view of the Officer's Mess. Unfortunately no traces have yet been found of this target.

When the RAF carried out a survey in 1918, just before the war ended, the station personnel totalled 219 and the complement of aircraft was 16 Camels, although the site was still some months away from completion.

After the war the airfield continued to be used for a short time and on 20 February, 1919, C-Flight became the third to be based at Stow, together with a batch of Sopwith Snipes, and major J Sowersy took over from Major F W Honnett as CO. This was the first time since its formation that all three flights of the squadron were based on the same airfield. The complement now totalled 300 personnel, only eleven of them pilots and 24 aircraft, comprising Camels, Strutters and Snipes.

On 17 March, 1919, the squadron moved to Biggin Hill in Kent where, on 1 July, it was disbanded and renumbered as 39 Squadron.

The Stow Maries airfield was returned to agricultural use and the buildings adapted to farm purposes. A few may have been converted for domestic use.

During the Second World War thought was given to reopening the airfield but no action was taken. The only known arrival at Stow during this time was on 7 September, 1940, when a Hurricane of 242 Squadron made a forced landing after sustaining damage in combat.

The memory of 37 Squadron is preserved at the parish church where three of its pilots are buried; an Australian, 2nd Lt U R W Mouritzen who died 5 June, 1917, after colliding with the aerodrome steam roller; 2nd Lt E G Muddow (who for reasons unknown, enlisted as

C L Milburn and is buried as such) who was killed when his BE.12's engine failed during a spin and crashed on a part of the aerodrome known as Moonshine Fidd; and a similar accident on 20 September claimed the life of 2nd Lt E C Nicholls flying a Camel.

Mouritzen and Milburn are buried next to each other. Originally both had cross headstones but Mouritzen's was knocked over by a grazing horse and replaced with the familiar Commonwealth War Graves Commission stone of Arras marble. Nicholls is buried near the lych gate.

In 1942, Claude Ridley, the former commander of B flight, died and was also buried near the lych gate. He had frequently revisited Stow Maries after the First World War and in 1931 provided an illuminated cross to be placed on top of the spire. To mark his gift, a memorial tablet was unveiled by the then Air Marshal Sir Hugh Trenchard.

What remains at Stow provides the most complete example of an aerodrome from the First World War, with twenty of its original buildings, almost miraculously, surviving - although the interiors of some have been damaged by animals and vandals. In recent years the ground has been used by a model aeroplane club.

*A.M.
Based on the Royal Commission for Historical Monuments' 1997 report and an article by Paul Doyle in "Fly Past" magazine*

A History of Maldon Grammar Schools (part iv)

From notes by William John Petchey B.A.

It may have already been noticed from the previous episodes of this history that the early Maldon grammar schools were beset with misfortunes and problems; and the seventeenth century was no exception. It suffered the unlikely accident of being hit by a tower, and the more or less inevitable inconvenience of being master-less for eleven

be judged from the residence there of Isaac Dorislaus. He was a Dutch lawyer, the son of a Calvinist minister, who prepared the charge of treason against Charles I in 1648, and he was murdered in The Hague in 1649 by a Royalist assassin. Long before that he was Greville Lecturer in History at Cambridge, but because of his republican teaching he was

for example, was the son of the rector of Hawkwell in Essex. After his education in Maldon and at Christ College, Cambridge, he became rector of Great Wakering, until in 1662 he was deprived of his living for his radical views. He then became a Presbyterian teacher at Prittlewell. The Puritans themselves described him as

The 17th century Grammar School 1621 -1704

years. But at first, from 1621 it enjoyed eighteen prosperous years. There is enough evidence to describe it as a Puritan establishment, and its good fortune was partly due to its first master, John Danes, and partly due to the Puritan atmosphere of the town.

From at least 1600 the non-conformist religions and social temper of the town can be traced among the members of the Corporation, the vicar of All Saints and the local gentry - the Mildmays, Franckes, Herrisses, Sammes and Freshwaters. These were the families who brought Puritan clergy to the district and allowed them to hold those "Combinations" - meetings for extended prayer, Scripture reading and theological debate - which were an unofficial form of Presbyterianism in the Church of England.

The godly discipline of Maldon during the early days of Ralph Breder's school can

expelled by the Senate, and so he came to Maldon, as a town congenial to his views, married a local woman and because he was a Doctor of Law was often co-opted by the Bailiffs for the Borough courts.

Dorislaus must have made Maldon seem a wholesome place, suitable for the proper nurture of the children of Puritan families, and the school's prosperity was thereby increased. Boys came to be taught at Mr Dane's school from the villages of Essex, London and even Hampshire; and if there were more college admission registers in print, perhaps many more pupils of the school would be found, who had been sent to Maldon because of its good reputation in Puritan circles.

Some of the school's pupils became staunch members of the Presbyterian Church set up by the Parliament during the Civil War. Christopher Scott,

"a very worthy man and a good scholar but blunt in his speech". He wrote two books, which showed his individualistic views: and in the days of his persecution, *The Saints Privilege, or Gaimly Dying*, (1673).

There is another interesting proof of the way Ralph Breder's school became involved in the religious movement of English Nonconformity, in the persons of John Soan, Israel Hewitt, John Danes and Thomas Plume the elder. John Soan was an Alderman and a feoffee (*sic*) of the school property; whilst Israel Hewitt was Puritan Vicar of All Saints from 1620 to about 1650. Previously he was a Fellow of Christ College, Cambridge, and when the Corporation obtained the extraordinary right to nominate a new vicar for the church, John Soan was one of those who led the voting for Israel Hewitt.

continued page 15

Hewitt was admitted to Christ College in 1602 and took his M.A. in 1609; between those same years John Danes entered Caius College (1605) and Thomas Plume entered Christ College (1607) which may account for the later connection of the three men in Maldon. When Thomas Plume returned to Maldon from Cambridge (he took no degree) his good friend John Danes also left the University (1611) about the same time to become curate of Mundon, the neighbouring village.

In 1639 the schoolmaster arranged that a legacy of forty pounds for his daughter was to be entrusted "into the hands of my neighbour Thomas Plume". When John Danes wrote his book of grammar, he presented his friend a copy (preserved in the Plume Library) with an inscription recording their long friendship.

It is probable that Plume arranged with John Soan not only for Danes to be appointed master of the school, but for Hewitt to be nominated as vicar of All Saints. Religious solidarity is not out of the question. For Thomas Plume was the elder of the Dengie Classis (*sic*) set up in 1648 and Hewitt was its Minister.

However uncongenial to twentieth-century eyes the dourness of the Puritans may seem, or their Philistinism or the ruthless logic of many of their unpleasant actions, they were great believers in education. They took great trouble to maintain schools

through the disturbances of the Civil War and they attempted to improve the general standard and content of teaching.

John Danes was devoted to his work and during his eighteen years in the Grammar School more scholars were sent to the universities than at any other time until the twentieth century. The particular monument to his work is the text-book of elementary grammar which he published early in 1639 entitled *Paralipomena Orthographiae Etymologiae Prosodiae*.

Soon after the publication of his book, John Danes died (1639) and there is no record of another master at the school for the next eleven years until 1650 when an Independent Minister Robert Gouge was made master and preacher in Maldon. Thomas Plume the elder sent his son, the future Archdeacon of Rochester, to Chelmsford School, perhaps because there was no master living in Maldon.

The reason for this gap is not clear but the old flow of pupils to Cambridge ceased after 1638, although a scholar named Abraham Batten was admitted to Exeter College, Oxford in 1645-46 and is described as of "Maldon School in Devon" (an entirely fictional place) it is unlikely that this is a mistake for Essex.

The salary should have attracted candidates for the mastership. In 1649 at least £8 in rents were paid for the schoolmaster's maintenance from two Breeder Trust houses

in Maldon High Street, according to an agreement between the trustees and a cooper John Jennings. To this was added the rent of £23 a year from Pleyhill Farm at Hatfield Peverel. This was more than the average salary for a schoolmaster, but from 1634 even more could be expected.

In that year the will of Annastacy Wentworth was given probate. A beneficiary of Ralph Breeder's will, she left some houses, gardens and orchards on the north side of London Road called Reed's Place, together with some other houses at the top of the High Street, to her executor Thomas "Plumbe" (Plume) and three others. Her executors were to pay from the rents of this property sixty shillings a year for the education of three poor boys of All Saints' Parish or any other of the parishes in Maldon allowing twenty shillings a year each.

So after 1634 the schoolmaster might expect to receive as much as thirty-seven pounds as his yearly salary. It must be remembered moreover that this was his assured income and he also received the fees of his pupils.

Robert Gouge, the second Master of the school, was sent from Chelmsford School to Christ College in 1647 by Benjamin Mildmay of Moulsham (a member of the great Puritan family which founded Emmanuel College at Cambridge) but left without taking a degree. He

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remained teaching in Maldon until about 1655 but was also Rector of St Helen's, Ipswich from 1652 - 1662. He turned it into a Congregational meeting house, so that he did not need to reside continuously in Ipswich.

After he left Maldon there is a long succession of Masters of the Grammar School starting with John Hutt. He had been born in Maldon in 1618 or 1619 and was admitted to Pembroke College, Cambridge, in 1636 - 37, probably from John Danes' school. In 1664 he was curate of All Saints having already been Master of the school since 1656.

It was during Hutt's mastership that calamity befell the school when the tower of St Peter's collapsed upon it. The exact date of the disaster is not recorded but an approximate date can be ascertained from the Chamberlain's Accounts.

In 1653 the tower still looked safe, when the Chamberlain paid 2s. 8d. "for two roapes used at the middle parishe church" and 40d. for "ringing of the bells of three parishes within this borough lately upon special occasions". Despite the vibrations from such jubilation the tower was still standing in 1664 when 3s. 1d. Was paid "for mending the bell rope and new strops and stays for the middle bell". But after this date there were no further references to the church.

So sometime about 1664 - 65 the crumbling upper stages of the fifteenth-century tower cracked and slid down, destroying the ancient church beneath. Two other church towers had fallen during the century due to neglect - St Andrew's at Heybridge and St Mary's by the Hythe.

St Peter's had long ceased to be used for worship and the town was lucky to find a generous benefactor, Dr Thomas Plume of Greenwich, who rebuilt the tower and erected a two storey red brick house in place of the nave. Dr Plume was the son of John Dane's Presbyterian friend Thomas Plume of Maldon. Like his father he went to Christ's College but, unlike his father, he was a believer in the Divine Right of Kings and the Apostolic Succession.

It is probable that he did not begin the rebuilding of the church tower and school until quite late in the century, since he planned that the upper storey should hold his fine library which he had only begun to collect in 1664. But by 1699 the tower was completely rebuilt, and possibly the building which partly supports it, and in it he had hung one of the old bells which was recast for him at Whitechapel.

The tower is by virtue of its reconstruction an example of that late survival of Gothic architecture in church building; while the library and school (now the Maeldune Centre) is one of the finest pieces of domestic architecture

gracing Maldon. It is now larger than when Plume built it for two more bays were added in 1817, but they are of exactly the same material and to the same scale. The library on the upper floor remains a perfect example of a seventeenth century room with its original fittings.

John Hutt remained master until 1693 when, being seventy-five, "by certaine Deed or Writing under his hand and seal he ... hath resigned and delivered up all his right, title and interest in and to the same Grammer Schoole to William Scarrow of Witham Clerke". Now William Scarrow was a Batchelor of Arts of Trinity Hall, Cambridge, and he was appointed the next Master of the Grammar School.

To be continued

— * —

ONLY JOKING

Visitor to Maldon Museum: I say steward, how old is this exhibit?

Steward: That sir, is one million years, three months, twenty one days and two hours old!

Visitor: Good Heavens, presumably carbon-dating allows you to be so precise?

Steward: Oh no sir! When I first started working here I was told that it was one million years old, and since then I have been stewarding for three months, twenty-one days and two hours!



ST. CEDD'S CHATLINE

By Judy Betteridge

Well, Christmas has come and gone, and we're all looking forward to Spring. Following the recent terrible events in the Far East, reported almost immediately by our modern media, I was fascinated at St Cedds this week to read a newspaper dated 16th April 1912, in which it records that "Titanic's Wireless Signal Brings Vessels to Scene - Everyone safe - Passengers Taken Off - Helpless Giant Being Towed to Port by Liner Virginian". This newspaper was printed two days after the Titanic's disastrous collision with an iceberg! There must have been widespread horror as the true story eventually emerged.

On a lighter vein, ads in the newspaper show that John Player were selling Country Life Cigarettes at 50 for a shilling, ladies could buy a "Storm Queen" waterproof motor veil with self-gripping adjuster to keep their coiffures intact whilst enjoying trips in the new-fangled motor cars, and a company called Rayburn describing themselves as the largest buyers in the world of old false teeth and were prepared to pay four pence a tooth! Best not to speculate as to what use they put these teeth.

Meanwhile, at St Cedds, we are up and running in the New Year and as always have plenty to keep us busy. Julia has been preparing her items for the maritime exhibition being organised by the Museums in Essex Committee, and Betty and I have attended a one day course at the Essex Record Office on museum documentation and conservation. We were pleased to find that in both those areas, generally speaking, we were conforming to the required standards. Thanks to a grant, we are in the process of photographing and storing our costume collection in flat archival quality boxes. This has proved a mammoth task as my digital photography is not of the highest quality, each garment has to be stored in acid-free tissue paper and mothballs have to be inserted into each box as we go. (Yes - they are still an acceptable conservation method!).

So, that's our news in a nutshell from the backroom girls.

Let us be the first to wish you all a Happy Easter (well, as we speak the shelves are filling up with Cadbury's eggs - we actually have an Easter Egg from the 1950s in our store - wonder if it is still edible?)

A SOURCE OF CONTROVERSY

Cover Story



In Memoriam

ROBERT ORTH

Our cover picture shows a view of All Saints' graveyard, looking towards "Spindles" and the Moot Hall, taken sometime prior to 1917, which is currently the source of much dispute. It is proposed that the site be redeveloped for a Church Hall, which would entail the removal of the existing graves, the destruction of several mature trees and the obscuring of "Spindles".

Naturally any such development will have a dramatic impact both on the view of the church and on the High Street's visual landscape and for these reasons has been the cause of much debate both for and against the proposal.

On the left of the picture is All Saints' while on the right can be seen Nos 27-33 High Street which were demolished in 1917 to reveal the whole of the church to public view. The shops had been occupied at various times by Victor Brock, confectioner; Maldon Permanent Building Society; Spurgeon & Son; Luigi Volta, refreshments and confectionery; and Oxley Arthur French, fishmonger, poulterer and game dealer.



A member of our Museum Association for about four years, "Bob" Orth died in Broomfield Hospital on Sunday December 12th at the age of seventy three. He was, we believe, the last of the local family of Orths, and brought to a close many years of well respected motor and general engineering.

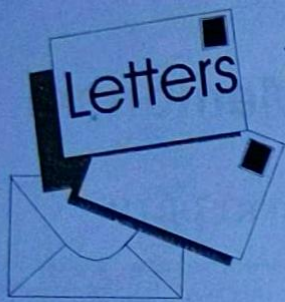
Bob's father "Reg" Orth, on leaving school, began work in premises beside the Ware Pond in Spital Road in what we believe were originally stables where ponies and traps could be hired in the way "self-drive" cars can be today. Reg learned to maintain and repair these modes of transport and other allied equipment and it was in such an engineering atmosphere that young Bob and his older brother Les were brought up and almost automatically came to follow in their father's footsteps.

A few locals may remember these old stables before they were dismantled to make way for a car park, and the Orths built a new workshop at the end of new Street, now unused except as a store, with an uncertain future, as with the family house, occupied by Bob until hospitalisation.

In due course, brother Les went into the RAF in World War II but Bob was rejected as unfit for service and so stayed on to assist Reg in the garage and with his steam engine hobby, later expanded to operate the model train in the "valley" on the Prom. They were, for a couple of years, also involved in delivering "meals on Wheels".

Bob himself was quite a brilliant hobbyist whose interests included not only model steam trains but photography and the design and manufacture of working models from scrap such as old tin cans. His model of a typical fairground, if still in existence, has to be seen to be believed.

Bob himself was somewhat retiring, with comparatively few close friends and his funeral indicated just that, with a very modest attendance, probably as he would have wished. His funeral was on 23 December at All Saints' Church, Maldon.



Letters

to the editor

THE GOLDHANGER PLOUGH Bentall v Warren

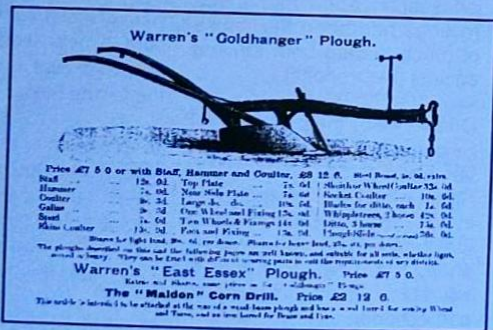
Dear Editor,

I am thoroughly confused! After all these years, having worked at both Maldon Iron Works and E H Bentall's, I was given the impression that the *Goldhanger Plough* was introduced by Warren, who lived at Goldhanger, and manufactured at Maldon Iron Works when its success outgrew other capacity. Bentalls, presumably, manufactured it under licence or something.

I enclose a copy of the Iron Works publicity material dated 1941 which boldly offers for sale the *Warren Goldhanger Plough*. Would it use this claim if it were not true? It would be interesting if someone were to produce a similar Bentall claim, or even supportable reply.

The museum accessions hold several Bentall and Iron Works papers. Could they answer the Goldhanger question?

Yours hopefully, Len Barrell



The claim that William Bentall invented the Goldhanger Plough is made in "The Bentall Story" by Lt. Commander P K Kemp, F.R.Hist.S., printed 1955 (presumably on behalf of the Bentall company) from which our series is adapted.

The booklet states that the plough was first introduced around the middle of 1797 but it was not until 1841 that his son Edward "took out a patent for an 'improved' Goldhanger plough to protect the company from imitators who were even then trying to encroach on its legitimate business". Could it be that Warren was one of those imitators? ED.

Dear Editor,

In the Autumn issue of *Penny Farthing* (page 13), I noticed reference to the "Chequers" in Maldon High Street. I am no expert in Maldon Buildings and accordingly I set quite a store by the work of the late Bill Petchey to which I turn when in doubt. On page 135 of his book *A Prospect of Maldon* he shows "The Chequer" on the present bank site in 1500 - 1688.

To this perhaps I may add references to the Maldon Borough Records in the ERG. In 1664 Christopher Jaggard, miller, lived at the "Chequers" and kept an alehouse. In 1688 John Carter, hoyman, took the recognisance of £5 for the "Chequers". It was necessary for two people to stand surety in this way for the good conduct of alehouses. As the recognisances had to be taken before a magistrate they were recorded. (ERG, DIB 311121).

I'm sorry this does not add much to the search for the site, but it certainly takes the dating back somewhat from the 1824 quoted as the first written evidence.

Bronwen Cook

Dear Editor,

I am writing a chapter on the history of the sugar beet industry for a forthcoming monograph on sugar beet, and wondered if you might be able to help with some information I need please.

I understand a factory, the first in the UK, was opened in 1832 in Ulting near Maldon. Does the Museum hold any information on this, are there any pictures of the factory, and is the building still in existence?

Kind regards,

Dr S. Francis

The only information that we can offer at the moment is that a stuffed 12lb pike (in our Victorian room) was caught in March 1908 at "Sugar Bakers Hole", by J E Freeman.

Can any of our readers provide any other facts about the local sugar beet industry? If you can please send details to our Chairman, Paddy Lacey, who will pass them on to Dr Francis. Ed.

Do you have a question about local history? Or can you provide additional information about any of our articles? Are you able to answer any of our correspondents' enquiries?

Have you any comments or views about the contents of *Penny Farthing* or perhaps subjects you would like us to try and cover?

Penny Farthing would be delighted to hear from you - letters to:

The Editor; Penny Farthing,
41 Abbot'smead, Heybridge,
Maldon, Essex CM9 4PT.



Dear Dr. Lacey,

Thank you so much for showing Jan and me around the Museum last week. We were both amazed at what has been achieved. Well done and best wishes for many more years of collecting!

Yours sincerely

Chris Manning-Press
Chairman of the Council
Essex County Council

HANOVERIAN MYSTERY

The following small item appears in the February 2000 issue of *Family Tree Magazine*:

"Thirteen Hanoverians, who were burned to death in the fire in the Spotted Dog in the backe Street (sic), Chelmsford, names unknown, buried 29th October 1804."
[Chelmsford, Essex]

Do any of our readers know more? Who were these Hanoverians, what were they doing in Chelmsford, where was the Spotted Dog and what caused the fire? Answers to all, or any, of these questions would be greatly appreciated. Ed.

Maldon's Historic Churches

With due acknowledgements to Maldon District Council's leaflet "Historic Churches"



St Nicholas, Tolleshunt D'Arcy

The present church was largely built between 1380 and 1420, although the only trace of the earlier work is the window in the tower which is of about 1320. Because no stone was available locally, limestone or clunch dressing for the rubble walls was brought from north Kent by water.

The entrance door is in two halves and dates from the early 15th century. The attractive chancel ceiling, with the monogram IHS on linen, dates from the 19th century restorations but the beam, post and struts are original. The credence table (a side-table for Eucharistic elements before consecration), on the right of the communion table, is made up of 16th and 17th century woodwork.

On the south wall of the sanctuary is a recessed and canopied tomb, thought to be that of Thomas Darcy, which has been turned into a sedilia (stone seat for priests).

The chapel contains several notable brasses, including the Flemish fragment, and Darcy memorial. The window in the north wall contains all the fragments of old stained glass that remain, dating back to the 14th century.

Extracts from the Acquisitions, Accessions of Maldon Museum Minutes

Date	Item	From
11.12.24	1 Roman Amphora	Chelmsford Museum
	2 Report from Geological bands of the Nat. Hist. Section of British Museum. (Siliceous matter with pipe stems, iron pyrites with fossilised wood and snail-like fossil)	
	3 Russian or Bulgarian Air Bomb (Pineapple bomb?)	Loaned by Miss Farmer
	4 Section of a German Aeroplane wing	J.W. Farmer
22.1.25	1 3 old prints of Maldon 1831 and 1832	B/o Mrs Pugh, Landseer Rd. Sutton Cllr Furlong
	2 Horn	
	3 Roman tile (and XVI century tile) and ridge tile (XVII century) from Southchurch	Cllr Granger
	4 Piece of wooden frame of the Zeppelin brought down at Wigborough	-
	5 Old style bicycle (Penny Farthing?)	Norman Lott
13.2.25	1 Glass topped case and bracket with 3 pictures	Mrs S Keeble, 40 Victoria Rd.
13.3.25	1 Base of vase found in Promenade extensions, probably early XV century	
	2 Two revolvers in holsters	Mr Clement-Parker CA of "Peakes", Bradwell
	3 Two Indian steel arrow heads	Norman Lott, The Farm, Heybridge
	4 Sioux pipe	
	5 Shrapnel from France	Mr Loveday
	6 Crocodile egg	Loaned by Mr Loveday
16.4.25	1 Report from Nat. Hist. Museum "Tooth of Sperm Whale and rhinoceros horn unknown species	
	2 George III 1d	Mr ? Of the Waterworks Master Cloughton
	3 George II 1/2d	
	4 Pied Blackbird	
	5 Stuffed Crocodile	Norman Lott
	6 Two pairs Antlers	Norman Lott
	7 Bottle of reptiles from S. Africa	Mr Eary of Heybridge
14.5.25	1 Medal commemorating opening of first Great Exhibition in Hyde Park 1851	Mr Samms
	2 Crested Crane and Kite	
	3 Wax flowers	Mrs Ennals
10.6.25	1 Maldon Token name John Harrison	J. W. Samms
	2 Silver Hunter watch	
	3 Maldon Football Club Fixture list 1884-5	F.C. Perry, Heybridge
	4 Heybridge ditto 1884-5 & 1885-6	
	5 Buller Mould and two specimen bullets	A. Gill of Wembley
	6 Small pot reddish glaze inside found in the shoal off Bath wall	Mr Swales, Boro. Eng.


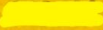






Maldon District Museum Association

Registered Charity 301362

President - Mr Derek Maldon Fitch

Vice President - Mr L. F. Barrell

Committee - to A. G. M. 2005

<i>Chairman</i>	<i>Paddy Lacey</i>	
<i>Vice-Chairman</i>	<i>to be advised</i>	
<i>Hon. Secretary</i>	<i>to be advised</i>	
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<i>Committee</i>	<i>Lynda Barrell</i>	
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<i>Committee</i>	<i>Betty Chittenden</i>	

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Please note that the opinions expressed in this publication are those of the individual contributors, and not necessarily agreed by the Association.

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Articles, items or letters for inclusion in Penny Farthing should be sent to:

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