Issue 41 Summer 2005 Price 50p

THE PENNY FARTHING

The Newsletter of Maldon District Museum Association

THE LAST OF THE FEW

See "Bentalls of Heybridge"

Story Page 7

In this issue

CHAIRMAN'S CHAT

The exhibition, the Bentall Firm and Family, has been well received by our visitors since the museum reopened at Easter, as have the detailed alterations in the Victorian and 1940's rooms. Inevitably there is not enough record and detail for some who have a keen interest in Bentalls but this will be addressed at the Rally to be held at the Museum of Power at Langford on September 18th - 19th. It has been a great pleasure working with members of the Museum of Power on publicity for the Bentall Bicentenary over the winter months under the umbrella of the Maldon Heritage Group. The bottom line is that after this very special year is over the museum will have a more comprehensive display concerning this firm that played such a major part in the development of Heybridge and brought the name Maldon to may parts of the world.

I was very pleased and, indeed, relieved by the attendance at the Annual General Meeting. The committee had been very badly hit by illness with two committee members hospitalised on the day of the meeting, one recently recovered away on recuperative holiday and a further member unwell at home. I wish them all a speedy recovery!

There have been changes on the committee as you will see on the back of *Penny Farthing*. The major one is the retirement from the post of Honorary Treasurer of Tony Tullett, who has held the post for ten years during which he gave sound financial guidance and managed our affairs with great skill and charm. I am glad to report that he has agreed to continue to offer help in a consultant capacity when necessary.

Best wishes to all friends of the museum!

Paddy Lacey

PS: We still need administrative assistance with the museum shop and bookstall in setting up, restocking when necessary and performing a stock check at the end of the open season. Not it must be emphasised in manning the stall which is done by our stewards.

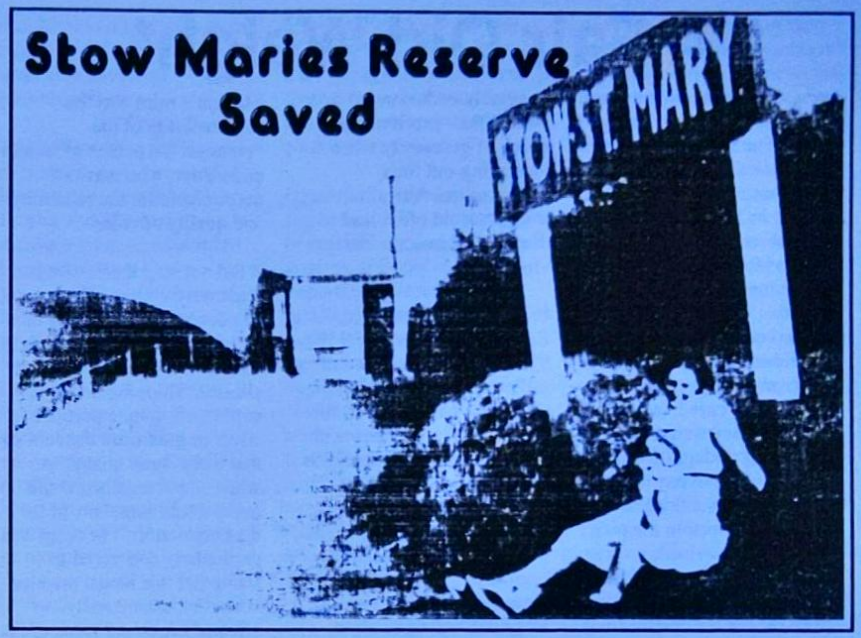
PPS: If anybody has computer skills and would be prepared to take control of our website so ably run by Ken Cook in the past please contact me. Help is urgently required.

Our cover picture shows the Bentall's car built in Maldon. See story page 7

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 Autumn 2005 issue of Penny Farthing is 5 August

Stow Maries Reserve Saved



After a major campaign Stow Maries railway cutting was finally saved and joined to the rest of the Stow Maries Nature Reserve in August last year (2004). The old track has long been an amenity used by the general public for rambling and nature watching and had been leased to the Essex Wildlife Trust for thirty years. However, it was put up for sale and was at risk of being put to some use incompatible with nature conservation so the trust had to raise £5,000 in order to purchase it and save it for the enjoyment of us all.

Welcoming the news our Chairman, Paddy Lacey said "It is pleasing to learn that the appeal for funds to save the site of Stow St. Mary Halt has been a success. Thanks, at least in some part, to members and friends of Maldon Museum who made donations in connection with the railway exhibition that we mounted. I am certain that Alan Shearing, the fund raising officer for Essex Wildlife Trust, would arrange a guided walk for members and friends in addition to the event which is being planned for May/June. If you are interested please let me know".

Stow Maries Reserve consists of a four acre meadow and a section of the South Woodham Ferrers to Maldon railway line which closed in 1953. Stow St. Mary Halt was so named at the insistence of the local incumbent whose rectory was one of the closest dwellings to the very basic stopping place for the trains. The halt was open from 1928 until 1939 and the photograph above is the only one known. Despite the efforts of the Rector, the village is still known as Stow Maries.

The reserve won the Maldon District Council Conservation Award 2003 for the work the Trust had done to reintroduce Shetland sheep grazing onto the meadow. They help control the growth of bramble and scrub, protecting many uncommon species of wildflowers including common spotted orchids and the rare adders fern tongue.

The reserve is also a haven for many birds and insects including glow worms, which are found along the disused railway line and are a spectacular sight on warm summer evenings.

The reserve is open to the public and can be accessed from Church Lane.

A Fair Old Weight

Richard Asser, a mercer (dealer in fabrics and fine silks), was prosecuted for using false weights and measures at Maldon market in 1586. At the same time, three shoemakers and two saddlers were accused of supplying goods of poor quality. The leather searcher (a market official) had seized the hides they were using and discovered them to be improperly cured, tanned and worked. They were valued at 9s 6d (just under 50p) and the offenders had to pay that sum to the court, one third of which was given to the poor, one third to the leather searchers and the remainder to the borough chamberlain (treasurer of the corporation).

Since the 15th century Maldon market had employed a number of officials to regulate its trade and act as the forerunners of a modern weights and measures department. Housed in the Moot hall, these officials included the clerk of the market, who was responsible for ensuring fair trading, quality of products and their weights, pricing and methods of trading. He was assisted by a bread weigher, an ale taster, a market looker and the leather searcher.

Throughout the ages shoppers have been concerned about the quality of the products they buy and that they receive a full and fair measure whether it be by length, volume or weight. Likewise early tradesmen invariably endeavoured to protect their profit margins by a lack of generosity when measuring-out their merchandise. Variations in weight would often lead to dispute and in some cases violence.

In keeping with his title, King Edgar "the Peaceful" (959 to 975AD) tried to resolve these differences by decreeing that all measures throughout his Kingdom should agree with one uniform set of standards which were to be kept in Winchester and London. From that time on the bushel, peck, gallon etc. became known as "Winchester measure" and were used for all grains and agricultural produce. Winchester had been chosen as a depository for the specimen weights because, during Anglo-Saxon times, the City was a major centre of government and trade. Today it still possesses the oldest surviving set of standard weights in Britain.

The Magna Carta of 1215 expressly included these same standard measures and as late as 1881 corn rents in England were still being fixed by "Winchester measure" although this had been superseded by Imperial measure by an Act of 1824. In the USA the "Winchester" bushel survives to the present day.

Even money itself was subject to stringent quality control and at the time of the Domesday Survey in 1086, Maldon's mint was the responsibility of the "moneyer"; a person of wealth and power, who was accountable for the reliability and quality of coins.

It did not stop there, when rents were collected by Maldon's Sheriff, he had to weigh each coin very carefully to ensure that it had not been clipped. Clipping involved cutting off minute portions of silver or gold from the coin so that these small quantities, when added together, could make a substantial profit for the perpetrator. The King was particularly concerned to stamp out this illegal practice because it dramatically affected the actual value of the taxes he received. Coins that had been clipped contained less than the silver or gold of their face value which could substantially deplete the King's coffers.

During the 14th century the wool trade achieved major importance and several laws were passed concerning the units of weight in which wool was to be sold and the method of weighing. "Auncel" weighing was replaced by "even balance" and the weight of the sack was fixed at 346 lb.

In 1357 it was ordered that certain balances and standard weights be sent to all the Sheriffs of England. These included weights for the sack, half-sack and quarter-sack. In addition 56lb (half-hundred weight), 28lb (tod), 14lb (stone) and 7lb (clove) weights were introduced. Fees for weighing were also increased considerably.

By tradition the yard length of measure was supposedly based on the length of Henry I's arm and a bronze measuring bar was issued to local authorities for the purpose. As generations of housewives have known, it is possible to estimate the length of a yard of fabric fairly accurately by simply holding it out from the nose to the fingertips of an outstretched arm. I well remember as a child, watching market traders using this method - no tapes or long rules then.

Towards the end of the 15th century, Henry VII carried out a reform of central and local government including an assessment of the country's weights and measures. New standards, (the official measures and weights to which all others had to comply), were despatched to 37 county towns plus five other important cities or ports.

Elizabeth I was the next monarch to show concern over the nation's lack of uniformity of weights and measures. In 1574 she appointed a jury to inquire into all aspects of the subject and on this occasion attention was given to the troy system of weighing, which was used for precious metals and drugs as well as for bread. Originally this system was based on the weight of the silver penny and consisted of 20 pennyweights to the troy ounce, nearly 10% larger than the avoirdupois ounce, although there were only 12 ounces to the troy pound as against 16 in the avoirdupois pound.

Bread, being a major part of the staple diet of the peasantry, was of crucial importance and the Assizes of Bread were an important feature of English local government from the 12th to the 19th centuries. In some areas it was carried out weekly by a jury of 12 men and fines could be levied for non-attendance. The weight of loaves sold for a farthing (1/8 of a present penny) and later an old penny (1/2 of a present penny) was fixed according to the price of a bushel of wheat in each community.

New troy standards, based on the weights held by the Goldsmiths' Company of London, and avoirdupois weights based on those held in Winchester, were issued but the first sets constructed were condemned in 1582 as "not agreeable to the old standard". Eventually in 1588, satisfactory sets were ready for distribution which remained in use in most localities until 1826. The full cost for these new standards was charged to the local authorities, the price depending largely on the weight of metal used.

As in the case of bread, the common drink ale was under control as to price, quantity and quality by an Assize of Ale. The town Mayor usually appointed an official known as the Ale Conner, to visit all alehouses and taverns to sample the quality of the brew and the size of the drinking pots.

With the Restoration of the Monarchy in 1660 new taxes were imposed on liquor so that more careful attention began to be given to the size of measures of capacity. Three measures were used; Corn or Winchester measure, Wine measure and Ale measure and these would remain in use until Imperial measure was introduced in 1826. These different measures frequently led to disputes and it became necessary to define the measures in cubic inches for Excise purposes.

In 1700 a tightening of control over ale quart and pint pot measures, led the Collectors of Excise to provide standard measures for the Mayor or Chief Officer of every city and town. Seven years later Queen Anne authorised standards for wine measure.

In the early 19th century the impact of the metric system, introduced at the time of the French revolution, and increasing industrialisation, required the rationalisation of traditional English weights and measures. The Imperial system was introduced by the Weights and Measures Act of 1824. The new Imperial measures were approximately midway between the old Winchester measure and the Ale measure in size. Wine measure, which was some 17% less than Imperial was abolished in Britain but remained as the legal standard for liquids in the USA.

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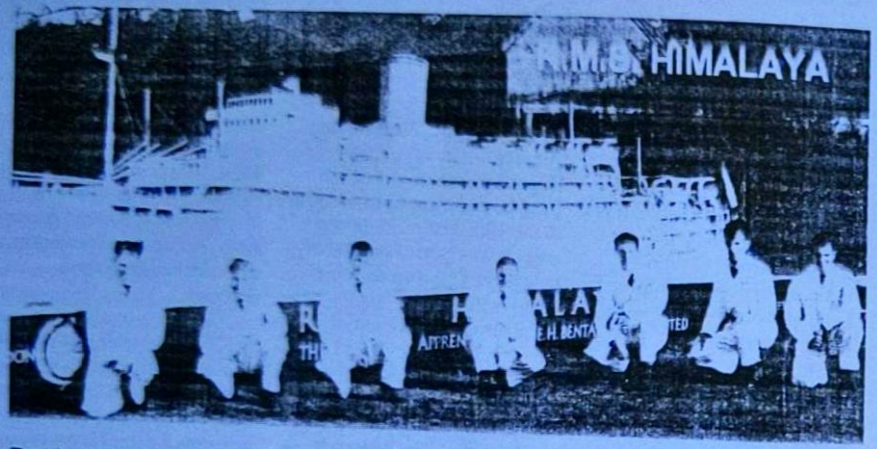
Adapted, with due acknowledgement, from "Weights & Measures" produced by Winchester Museum Service.

UPDATES



Readers may recall that in our Summer and Autumn 2004 issues (Nos 37 & 38) we asked for further information regarding the model of R.M.S. Himalaya which was built by apprentices at E H Bentall in 1959/1960. We are obliged to Anne Burden of the Maldon & Burnham Standard for the answer to some of our questions and the picture above. It was taken by Herbert Springett on the old Heybridge Football Club ground and the apprentices shown are; Keith (third from left) and his twin brother Colin Wright (extreme right); and Gary Pitt (fifth from left). The others are unknown.

Tom Jarvis was in charge of making the model which took part in carnival processions in the area and when it appeared at the Southend Carnival it won both the Best in Class and Best in Show awards. Sadly the model was later dismantled.

FREDERICK CORBETT VC

Following our article about Maldon hero Frederick Corbett VC (*Penny Farthing, Issue 37, Summer 2004*), an in depth and very well researched article has appeared in the *Essex Family Historian* of September 2004 which clarifies the confusion over his date and place of birth. The item, written by Fred Feather, proves that Frederick Corbett was definitely born David Embleton in Maldon 17th September 1853 - this contradicts the Royal Green Jackets Museum in Winchester which claims he was born in Camberwell in 1851. As Embleton had chosen to change his name when he joined the army he may well have changed his date of birth at the same time.

Mr Embelton / Corbett died in Maldon Workhouse 25th September 1912 (both dates of birth and death confirmed by the Family Records Centre). He was the 11th of 12 children born to baker William and Jane Embleton of 170 Spital Road.

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 5
THE WATCH & CLOCK MAKER

There are only four watch and clock makers listed in White's Directory of 1848 and this remained fairly constant for the next sixty years.

CHARLES EVE
(1832-1911)

Charles arrived in Maldon from Braintree in 1855 and opened his shop at 82 High Street. In 1863 he married his second wife, Mary Ann Greatrex at All Saints Church. They had eleven children (and Charles also had two from his first marriage).

Sadly their eldest daughter Susannah Elizabeth, died aged only six.

Then in 1899 they suffered the loss of another two children. In August, Florence Emily (born 1878) died after a cycling accident in Maldon High Street. Their son Clifford Greatrex Eve (born 1871), who had also become a watchmaker but suffered from consumption, left England in 1896 for South Africa. After a short stay in Port Elizabeth he went to live with his brother Frederick James, in Steynsburg, where he died in February 1899. Frederick James (born 1872) had been a telegraphist in Maldon before leaving for South Africa.

Ernest Edward Eve (born 1868) helped his aunt Elizabeth Sarah Hickford (nee Greatrex) to run the Blue Boar, situated in Silver Street. It had previously been run by Elizabeth's husband William and their son.

Another son, Henry Percy (born 1875) took over the business on his father's death in 1911. It was a condition of Charles' will that Henry should educate, maintain and provide a home for his grandson Frederick Thomas Hill. Frederick's parents were Amelia and Charles Hill; Amelia was a daughter from his first marriage.

CALEB (1850-) **and SAMUEL FINCH**
(1847-1919)

Caleb and Samuel were brothers and the sons of John and Maria (nee Basham). They entered partnership at 68 High Street after Samuel, who had been working as a shipwright had a leg amputated. The partnership lasted until the end of October 1899 by which time Caleb had already moved to premises in the High Street in Witham.

Caleb married Elizabeth Small Hazleton at the Wesleyan Chapel in 1875. She was the daughter of William Cable Hazleton and Jane (nee Creasey). William was at various times a tobacconist, hairdresser and photographer.

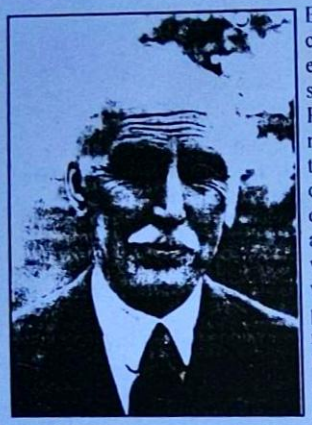
Other Maldon watch and clock makers:

Andrew, Charles John
French, Bernard
Jefferies, Elizabeth
Pepper, Henry
Riche, William
Upjohn, Thomas
Wright, William

BENTALLS of HEYBRIDGE

PART 4

In 1889 control of Bentalls was passed to Edmund Ernest Bentall. Although his father, Edward Bentall, continued to take a fairly active part in the Company's affairs for the next five years. He died in 1898 having seen the company grow from small beginnings into a great manufacturing company, trading in almost every corner of the world.



Edmund Ernest Bentall

Edmund succeeded to a business that was already approaching its centenary, a business that with its solid prosperity and almost unbroken record of progress, looked to be capable of almost indefinite advance. Although the Company was still growing and its workforce numbered in the hundreds instead of the tens, it was still very much of a family concern, indissolubly linked to the name and personality of the Bentall family.

This family tradition was carried on by Edmund, although unrecognized as yet, he was moving towards more difficult times. His reign was to see the introduction of the petrol engine, which brought a revolutionary change in farm machinery. Further still in the future lay the menace of total war, though as yet there was no warning shadow of its coming.

The first years of the new Managing Director passed in a continuation of the tale of success. With the aid of Mr Bingham, his capable Works Manager, Edmund introduced a new safety mechanism to the Bentall chaff-cutter, making it one of the finest in the world. In the hand-fed models a simple device, worked by the pressure of the arm if it strayed too near the knives, automatically stopped the feed rollers, making accidents virtually impossible. Sales rose steeply as the machine's obvious advantages became appreciated.

With the new century came the first of many problems that were to worry the new M.D. It was the problem posed by the internal combustion engine, and what lay ahead of it. It was solved by pure engineering skill and design. A Bentall engine was produced which had so many advantages over other contemporary designs that within a few years the Bentall petrol engine was coming in importance second only to their famous chaff-cutters in annual output.

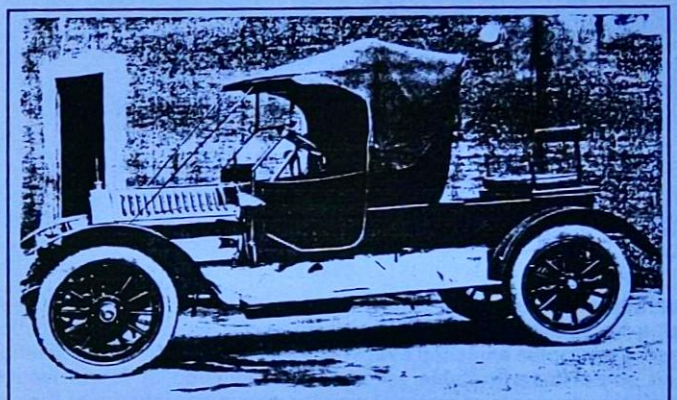
E.E. Bentall, in his design, concentrated on two things, economy of operation and strength of construction. Pistons and cylinders were made of especially hard metal to reduce friction and a cleverly designed and patented diaphragm pump was proof against all leakage. The engine was a slow running machine with an exceedingly small petrol consumption and its running costs were minute. Every part was of standard manufacture and so easy of access that a farmer could replace any defective part by himself.

As a result of this simple design they were the lowest priced petrol engines on the market, and could be used for purposes as varied as driving chaff-cutters, crushers, pumps and even milking-machines.

At the Brussels Exhibition, against competitors from all over the world, the Bentall engine won the bronze medal, and a year later, at the International Exhibition in Turin, it was awarded the gold medal. Needless to say, in both these exhibitions the Bentall chaff-cutter won the gold medal - there was no other even approaching it in excellence.

At the same time as he was designing his petrol engine for farm use Edmund Bentall had the idea of adapting it for use in one of his many hobbies. He was a keen and early motorist, the first to own a motor car in the Maldon area, and recognized the potential the motor industry offered for future prosperity. He set about designing a Bentall car which would embody all the robustness of workmanship for which the Heybridge works were now famous.

Because the Bentall engine was "square", with diameter and stroke very nearly equal, it attracted a higher rate of tax. Manufacturers later in the field, were able to design engines with a small cylinder diameter and longer strokes giving the same output as "square" engines, but attracting a much reduced rate of tax.



The Bentall two-seater. Notice the dicky seat at the rear.

In point of fact, he was unfortunate in entering just too early into this new field of manufacture. When he began work on his design, petrol engines for cars were made with separate cylinders and it was on this principle that he based his design. But just as the Bentall car was about to come into production, with all the necessary jigs and tools made and purchased, the monobloc system came into fashion and by then it was too late to change his design.

A second blow was the system tax for cars based on cylinder diameter and introduced after the Bentall engine had been designed.

Because of the already heavy investment in development Bentall was forced to go ahead with the production of his cars. Originally four models were made, though of the smallest, a two-cylinder 8 h.p. car, only two were made.

Cars were produced, of which Charles Bentall, Edmund's son, drove the prototype. Although the prices at which the Bentall car was offered, ranging from £220 to £278, were comparatively moderate it was the horse-power tax which beat it.

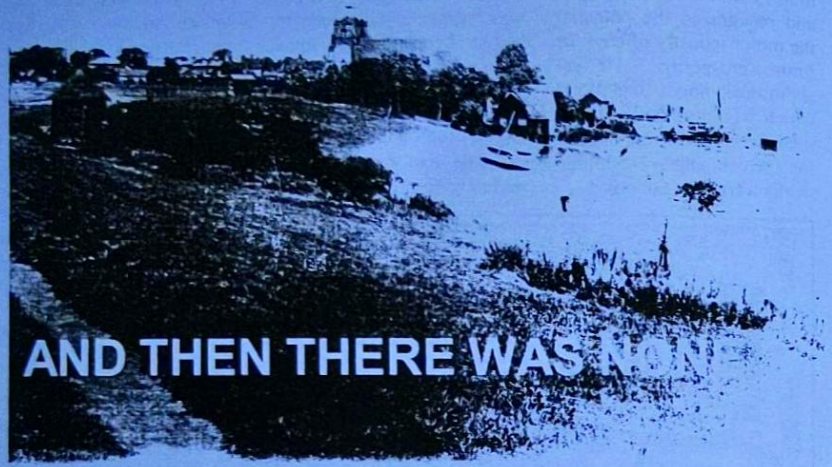
Few buyers were to be found willing to face the heavy annual Road Fund Tax.

In all, about 100 Bentall cars were sold, some of which went abroad mainly to Dominion and Colonial customers. They had already experienced the Bentall standard of excellence with the farming machinery which they had previously purchased.

Today the Bentall car is very rare and even the keenest members of the Veteran Car Club were unable to trace one until the very last was discovered in Devonshire. It is now restored to its original condition and will be on display in September this year at Maldon's Museum of Power. It is hoped that it will also visit the Museum on the Park, during the Bentall 200th celebrations.

The car was a costly failure through no fault in its design and manufacture, but fundamentally because E E Bentall's bad timing. Redesign of the cylinder to comply with the new tax was considered but this was found to be a too costly option and manufacture was discontinued.

To be continued...



AND THEN THERE WAS ...

When I took over the role of Editor of "Penny Farthing" from Len Barrell last year, as well as passing me a headache, he also kindly gave me his precious collection of folders, file boxes and notes amassed over very many years, with the suggestion that I might find some items suitable for possible inclusion in future issues. Among this veritable cornucopia of material was the above photograph of the site of the Marine Lake, Promenade Park, taken prior to 1905 before the creation of the swimming pool the future of which, at the time of writing, is now in doubt.

The Marine Lake was opened on 21 June 1905 and was formed when the creek which ran behind Bath Wall was blocked to form a 200ft wide by 700ft long lake. About 9,000 people attended the opening ceremony which commenced with a procession from the Moot Hall led by the Town Band and followed by the Foresters and Oddfellows, the Volunteers, the Borough Fire Brigade and numerous carriages containing the Borough Magistrates, the Corporation and Lord and Lady Rayleigh. Lady Rayleigh formally opened the Marine Lake by turning the handle of the sluice to let in the water.

Construction of the lake involved the removal of 8,000 tonnes of earth which had provided work for 35 of the town's unemployed men under the supervision of Mr T R Swales, the Borough Engineer.

The area forming the Marine Lake had previously belonged to Benjamin Handley, a local character, who hired out rowing boats and bathing machines for river bathing. The Corporation bought his Bath Wall property and the open air bathing space which was enclosed by an embankment for £525. Handley's house, seen to the right of the church, was pulled down in the 1930s.

The Promenade and Recreation Ground, of which the Marine Lake forms part, had been opened just ten years before on 26 June 1895, the 14 acres of land costing between £4,000 and £5,000 to landscape. That opening had been performed by the Mayor, Edward Fitch, a well known local farmer who had donated some of his land to help create the promenade. Every house in the area was decorated for the occasion except for that of George Cedds in Silver Street who had objected to the scheme.

A year after the opening of the lake an annual Maldon Water Carnival began and the August Bank Holiday of 1910 attracted 10,000 visitors to this event which included swimming races, diving competitions, comic events and a firework display.

In 1908 Voltas opened a stall in Promenade Park selling ice cream, lemonade, sweets and sugar almonds. Voltas had been running a store in the High Street since 1906. Promenade Lodge was erected in 1915 at the entrance to the park and is now the home of our own Maldon Museum. the lodge was paid for from a bequest to the town by T D J Cramphorn.

Since 1895 there have been three bandstands in the park. The original bandstand, which stood half way along the Marine Parade, was demolished in 1922 and replaced by a new one erected on the steep bank overlooking the lake. This bandstand was in turn replaced by one erected in the events area however this was demolished in the 1990s following severe storm damage. The original 1895 bandstand had been converted to a refreshment kiosk which became a seating area in the 1990's.

The park's recreation ground was extended in 1926 and the pond, which was opposite Park Drive, removed in 1960 to accommodate additional pitches.

In an effort to cater for all ages and tastes, pedal boats were operated on the Boating Lake during the 1960's and in 1978 an undercover roller skating rink was built opposite St Mary's Church. This craze however was short lived and a year later a Go-Kart track took its place. Again this was not a success and the present low evergreen maze was installed in its place in the early 1980s. In addition a large skateboard ramp existed in the sunken grass area along Marine Parade for a short period in the early 1980s.

The avenue of poplars which once dominated the front of the park, along Park Drive was completely destroyed by the great storm of 1987, which demolished dozens of mature trees.

In May 1998 a scheme of major improvements to the Marine Lake was carried out, including the removal of the two diving platforms and the installation of a chemical disinfection system and 60 new safety signs. Sadly, following a fatal accident, the fate of the lake is now in the balance after a century of providing pleasure to young and old alike.

T. M.

FORTRESS MALDEN

During the American War of Independence the British Army's 44th (East Essex Regiment) was based in Canada from 1780 to 1786. After the war ended in 1783 a new international boundary was established along the Detroit River and Fort Malden became the Canadian stronghold for the region. It is believed that the name "Malden" and the subsequent town which grew around it was suggested by members of the regiment who hailed from Maldon, Essex.

The township later became part of Amherstburg, however the remains of the fort have been preserved as an historic monument.

Where There's a Will, There's a Play

It has been claimed that William Shakespeare once performed in Maldon though no definite proof of this event has ever been discovered. However, it is well documented that the town was host to numerous travelling troupes of players from 1560 to 1635 and The King's Players, with whom Shakespeare acted at times, certainly performed here in 1603 so this may be the basis for the belief that the Bard of Avon once appeared in Maldon.

Recent investigation into the travelling players in Elizabethan and Stuart Maldon has been carried out by Siobhan Keenan, lecturer in English Literature at the University of the West of England, and her findings published in the *Theatre Notebook* (Journal of the History and Technique of the British Theatre), Vol. 58, No. 2, 2004. While she throws no additional light on Shakespeare's possible visit to Maldon, Ms Keenan's in depth research does provide a most fascinating account of the town's theatrical traditions.

From the 15th century troupes of actors travelled the country in search of audiences. Both actors and their plays had to be highly adaptable in order to fit the variety of venues in which they performed and to meet the tastes of their audiences.

Maldon from an early date was evidently a recognised touring stop for troupers travelling in the south-east. The records show that visits by professional players stretch from the late fifteenth to the early seventeenth centuries. Few regional communities can provide evidence of such visits over such an extended period.

Touring players tended to follow a regular circuit and were usually sponsored by members of the nobility to promote their power and status or to foster particular political or religious views. During the 1560's and 1570's Maldon was visited several times by acting troupes supported by both the Earl of Oxford and the Duchess of Suffolk in order to promote Protestantism.

Maldon, for political rather than aesthetic motives, tended to offer corporate patronage to those travelling players who already had influential patrons. The town had previously enjoyed religious plays performed by local village amateurs. However, early in the 16th century, Maldon began to subsidise the production of its own religious plays. Official sanction for these community dramas was later withdrawn although the organisation of the occasional town play was still permitted.

Even after permanent playhouses were established in Elizabethan London, the major troupes of players continued to travel in order to hone their skills and to generate extra revenue. Essex, being close to the city, received its fair share of such travelling productions and Maldon, one of the region's main towns on the route from London to Colchester, was a prime venue for them.

Even when Maldon became a centre for Essex Puritanism, with all its attendant anti-theatrical feeling, there was no significant alteration to the town's tradition of welcoming travelling drama. There are some records of friction between civic officials and visiting actors in Elizabethan and Jacobean Maldon, but there is no evidence of widespread hostility or a sustained Puritan campaign against them, even if local religious reformers were opposed.

However, evidence of players visiting the town virtually disappears in the last years of the Elizabethan period and, although the occasional troupe may have continued to visit, no evidence of their presence or of rewards to them has survived from the last four years of the Queen's reign.

The decline in civic patronage of travelling players was however more probably the result of socio-economic and political factors rather than moral or ideological objections to the theatre.

That is not to say that players were always welcome. In 1619 Lady Elizabeth's players provoked the wrath of the town bailiff by insulting him when he interrupted a night-time performance in the Blue Boar. As a result they appeared at the Maldon Court Sessions with evidence being given that Moore gent(leman), and others of the company of Princess Elizabeth's players, because when they prolonged "ther playes until xi of the clocke in the Blue-Boore in Maldon, Mr Baylyff coming and requesting them to breake off ther play so that the companye might depart, they called Baylyff Frauncis (William Francis) 'foole' to the great disparagement of the government of the borough".

Don't Call Us, We'll Call You

In 1635 Maldon civic authorities paid one troupe 6s 8d (34p) "not to shewe their playes in this towne".

The average reward given to royal and noble players in the Elizabethan era was about 6s 6d. The Queen's Men were the most generously rewarded troupe overall, in keeping with their high status and national trends; but the largest individual payment was twenty shillings given to players of the locally based Earl of Sussex in 1575, a reward double that given to any other troupe between 1560-1600. It is possible that they were rewarded for more than one performance, although the proximity of the Earl's county seat at Boreham might also have influenced Maldon authorities.

At least 26 different groups gave over seventy performances in Maldon between 1560 to 1635. They probably performed in a variety of buildings around the town including the Moot Hall, local inns and large private houses.

The tradition of travelling players visiting Maldon began to decline due to growing tensions between the corporation and the Crown. Problems had arisen from the town's refusal to pay the Forced Loan of 1627 and the imposed billeting of Irish soldiers, most of whom were Catholic, in this predominantly Protestant community. The resulting antagonism left the town less willing to reward servants of the King and a diminished taste for "courtly" plays that dominated the repertories of the leading companies.

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HANOVERIAN MYSTERY SOLVED

Following our request in the last issue of *Penny Farthing* for any information about the thirteen Hanoverians who were burned to death at the Spotted Dog in Chelmsford in 1804, our Chairman, Paddy Lacey, has provided the following information from volume II, "The Sleepers and the Shadows" by Hilda Grieve, published in 1994.

According to this book, the young Germans who perished in the fire had come to England to join the King's army opposing Bonaparte. It states that:-

"A large party of Hanoverian recruits marched into Chelmsford in October 1804, on their way to join the king's German regiment. Seventy of them were quartered for the night in the stables in the yard behind the Spotted Dog in Backe Street, where, as the ostler who spread the straw for them reported, they 'lay very snug'.

The stable door was fastened on the outside by a latch or 'sneck', lifted from within by poking a finger through a hole in the door. When the straw in the stable caught fire, the trapped foreign soldiers in panic, perhaps unfamiliar with that kind of fastening, could not find the finger hole to lift the latch. As the alarm spread, the drums were beat to arms, the doors opened, the men released, and the fire brought under control by the fire engines, but not before thirteen of the Hanoverians died.

Their burial in the churchyard in one grave on 26 October, near the south gate, was entered in the register: 'names unknown'. The solemn military cortege passed up the high street to the church to the sound of muffled drums of the bands of the Durham and Surrey regiments; during the service William Reed made stirring use of the trumpet stop of the organ; and three volleys were fired over the grave".

The Spotted Dog, once known by the grander name The Talbot, was in Backe Street that later became Conduit Street and is now Tyndall Street.

Allowances for quartering of small military units had been increased by Act of Parliament in June 1802, to 1s 4d a day for diet and small beer for each man. Rooms for soldiers were reserved at inns like the Black Boy, and the stables and outbuildings of smaller inns were also used. The Blue Lion in Moulsham had a kitchen in the yard where "soldiers lay" and a cellar under the next door house was rented to a Sergeant Walker.

A History of Maldon Grammar Schools
(part v)

From notes by William John Petchey B.A.

Thomas Plume D.D. Archdeacon of Rochester, was one of the most remarkable men ever born in Maldon; and one of the town's greatest benefactors. His character and beliefs were completely different to any which would have been forecast from his home and educational background. Although his father was a local prominent Presbyterian, he belonged to the exclusive High Church section of the Church of England.

Great folios of the Fathers and church histories in gilt leather covers stand beside polyglot Bibles and the new scientific works on astronomy; whilst on the shelves calf-bound books of modern history, sermons and the classics, medicine and mathematics are mingled with the pale cream parchment covers of older books on theology.

Even in the uneasy years of the Restoration of Charles II, Thomas Plume remained untroubled by a precise conscience or the vindictiveness of the home-coming royalists, although he had been presented with the vicarage of East Greenwich in 1658 by Richard Cromwell, the son of the great Lord Protector. Although many of the clergy who had been undergraduates with him in Christ College were deprived of their livings for nonconformity in 1662. Whilst they suffered for their faith he collected books for the Bishop of Lichfield and in a short while he was rewarded with the valuable rectory of Merston - where there was no village, no church and no congregation - also the rectory of Great Easton in Essex (both held in plurality). He became Archdeacon of Rochester in 1679, a Doctor of Divinity and a member of the newly formed Royal Society.

During those early days when he was working for success he read a book by the Dutch scientist Christian Huygens, *Cosmotheoros*, which inspired him to make astronomy his special interest - the Royal Observatory was conveniently near at Greenwich. He collected books on the science and when he died in 1704 he bequeathed £1,200 to establish the professorship of Astronomy and Experimental Philosophy at Cambridge.

Beside his interest in science Thomas Plume had a love of antiquity, particularly for any traditional link with the past which could make visible the continuity of his Church from generation to generation. This typical feature of High Anglican belief is expressed in the opening paragraph of his legacy of a new educational charity at Maldon.

DOCTOR PLUME & THE GRAMMAR SCHOOL 1704 - 1770

The broadminded (and broad-humoured) detachment of many stories and pieces of gossip in his notebooks, the rationalism of his religious outlook, and his interest in astronomy and experimental science was far removed from the fundamentalist, Hebraic doctrine of the ministers of his native borough. Thomas Plume was out of place in the town of low, white-plastered mediaeval cottages, its gaunt churches and its Scripture quoting craftsmen. He was used to the conversation of scholars and bishops, sometimes he had the company of Flamstead and Isaac Newton at Greenwich, Pepys and Evelyn drove down to hear his sermons.

Yet he does not seem to have been a man of great pride, and

"The Farm of Iltney, in Munden, having been (as I have credibly heard) a Chantry-land given to Maldon but alienated by King Henry the Eighth, I now restore and give for ever to the town of Maldon, for the following:

"First: to keep in good repair the school and library room for ever.

"Second: to maintain a weekly lecture ...

"And further, out of the profits of Iltney Lands I order the trustees to keep six poor boys out of Maldon or Munden and do allow each of these boys forty shillings per annum for each boy's schooling, and plain gray or green coats, breeches, stockings and shoes as far as it can be made to go with a Monmouth cap or hat. The remaining rent of Iltney farm shall augment the number of children to ten, or put some of them out apprentices".

This legacy was applied to the Grammar School, but when a National School was begun in 1817 it was argued that Dr Plume had really intended to establish a separate Charity School in the town. Ten boys, however, was the largest number he stipulated in his Will, and not enough to form a new free school, although a pamphlet of 1713 does include the boys and the money laid out for them in a list of these schools.

It is true that these boys were clearly distinguished from the fee-paying children in that they alone wore the uniform prescribed by Dr. Plume. This uniform was very similar to that worn by other charity schoolchildren in England though of better quality. Sometimes it was green and the boys were nicknamed "Grasshoppers", but at first the boys were clothed in grey.

In 1731 an order was given to Mr Samuel Long to clothe six boys "with a Coat, Wastcoat (*sic*) and Breeches with a grey Kersey Cloth the Body and Sleeves of the Wastcoat and the breeches to be lin'd with Dowlass, two Dowlass Shirts, two pair of Stockings, two pair of Shoes, one Monmouth Cap and String at one pound ten shillings each Boy according to the said Mr. Long's Proposal and Agreement."

Normally a charity boy in England was provided with only one shirt and one pair of shoes and stockings, whilst the average cost of his whole uniform was about fifteen shillings (75p), so by general standards the Plume Charity boys were well cared for. This was certainly the opinion of Mr. Long, for when he was paid for the first half of his bill, he complained "of its being a very hard bargain", and he was allowed three half-crowns more.

Although they were clothed and called Charity boys, they went to the Grammar School, and despite the ambiguity of his Will, it is clear that Dr. Plume and his trustees intended they should. One of his trustees was to be the "schoolmaster", he referred to the Grammar School (which he had built) as "the school", and meetings of the Plume Trust always took place, at first in "the Grammar School".

The presence of these boys in the Grammar School with the additional provision for their apprenticeship helped create a situation which Dr. Plume did not foresee and which he would not have liked. He had left to Christ's College £100 "on condition they allow an annual exhibition of £6 towards the maintenance of one scholar educated at Maldon", but only one boy could claim it. Samuel Meachem was admitted from Maldon School in 1737 as a scholar of the college but he was not one of the Charity Boys.

The lack of any other graduates at the universities is a sign that reading, writing, arithmetic and Holy Scripture were taking the place of the classics, as a preparation for apprenticeships.

Witnesses declared to the Charity Commissioners in 1837 that only a few boys had received proper education in grammar. They had the privilege of sitting closest to the fire at the "Latin Table".

This may be no reflection on the work of the masters for at least two of them, Francis Thompson and Robert Hay were, in Plume's words "scholars that knew books", but it reflects the quality or ambition in their pupils who preferred to accept apprenticeships rather than the uncertainty of a career after a more advanced education.

To be continued

SWEET SUCCESS

Following a plea for information on the sugar beet industry (*Letters, Spring issue of Penny Farthing*) the following information has been brought to our attention.

Based on the book "Essex and Sugar" by Frank Lewis, published 1976.

The history of beet as a provider of sugar in Britain begins in Maldon, Essex. Even in Roman times it was known that one type of beet, Beta Maritima, had a sweet content, but it was not until the 18th century that its sugar bearing capacity was realised. In 1747 a Berlin chemist, Marggraf, produced an ounce of crystals of sucrose from a pound of humble white beet. The discovery cut dependency upon imported cane sugar and the first beet sugar factory was established in Silesia in 1801.

However the real impetus for this new sugar came from Napoleon who, when supplies of cane sugar were cut off by the British Navy, encouraged the cultivation of this alternative source. By the end of the Napoleonic Wars in 1815 a total of 4,000 tons of beet sugar were being produced annually by 213 French factories.

The obvious benefits of beet sugar were recognised throughout most of Europe and production was established in several continental countries during the 19th century. However in Britain there was still a decided preference for cane sugar due in no small measure to the vested interests of many British owners of plantations in the West Indies with an uninterrupted supply being guaranteed by the Royal Navy's mastery of the trade routes. Indeed sugar beet trials in Britain drew hostile comment in Parliament.

The first attempt in Britain at commercial production of sugar beet took place in Ulting in 1832. It was begun for altruistic rather than commercial reasons by Robert Marriage, a member of a prominent Essex Quaker family involved in farming and milling. With like minded partners he decided to give expression to his anti-slavery beliefs by supplanting slave-grown cane by home grown beet. Owning land along the banks of the Chelmer and Blackwater Navigation he built the first sugar beet factory in the UK at Hoe Mill. The company was called Marriage, Read and Marriage, the two Marriages being Robert and his brother James.

To study sugar beet production the partners visited France where they engaged the services of two French experts in the process of extracting sugar from beet and thirty local men, women and children were employed.

The new factory cost about £2,000 being "fitted upon the most modern principles, the metal used in pans and other utensils being copper, the heat conveyed in every department by steam, which not only ensures the article from being burnt, but also removes most effectually the hazard experienced in our sugar boiling houses, where conflagrations have been attended by 'great losses to public bodies as well as to individuals".

About 5 per cent sugar could be extracted from the beet, the surplus pulp being used to fatten cattle. However just two years later the enterprise failed due to financial problems.

No trace of the building or its pioneering purpose remains today except for the name Sugar Bakers Hole, a favourite fishing spot for anglers on the canal, and Sugar Mill Cottages (originally called Hall Cottages) built near the site in 1870.

Soon after the failure of the beet project at Ulting a similar venture was launched on the banks of the Thames at Chelsea and a large area of beet was sown at Wandsworth with plans to turn the residual pulp into brown paper. This venture too lasted only a short time due in no small measure to the demand by cane sugar supporters that beet should be liable to the same excise tax as the West Indian duty-paid cane sugar.

The next attempt at sugar beet production occurred in Queen's County, Ireland, in 1850. Promoted by a London company it too was unsuccessful. Commenting on the failure Professor Hancock at a Meeting of the British Association in 1851, mentions the failed Ulting enterprise and then that *"a manufactory had been recently established at Chelmsford, and contracts had been entered into with the farmers in that neighbourhood"*. As no records exist of any sugar beet factory in Chelmsford or the locality around that time it is probable that this scheme never got beyond the planning stage.

At the Great Exhibition of 1851 France, Austria, Prussia and Russia all received medals for their beet sugars but no home produced sugar was noted. This was partly due to the continuing animosity against its production and the prejudice about its supposed "Napoleonic" connections. One report even talked about beet sugar as a "fabricated" article and no substitute for the "genuine" article.

In spite of fiscal and competitive opposition another attempt at production, though this time of rather longer duration, occurred in 1868 when James Duncan erected a substantial factory at Lavenham in Suffolk. The site was probably chosen because the land was cheap, good for beet growing, and served by a new railway line.

The modern method of extracting juice from the beet by diffusion, i.e. soaking the shredded vegetable in hot water, had not yet been introduced to beet processing, so at Lavenham the juice was obtained as with cane, by pressure. The roots were pulped and bagged which were then subjected to hydraulic pressure. After carbonation and filtering the juice was decolourized by charcoal and boiled to a thick syrup. This was then mixed into the refining process of raw sugar.

The Lavenham factory, built for £12,000 and designed to process 20,000 tons of beet annually (an optimistic estimate never attained) began well but in succeeding years met increasing difficulties. Failure of farmers to deliver the amount of roots required, the local authority's objection to effluent in the river, local opposition, the competition from foreign beet sugar and even sly sabotage caused the firm to abandon the business in 1874.

A brief attempt at revival of the business occurred in 1884 but it too soon failed due to crop difficulties and the building was sold for other purposes. A fire in 1905 closed the premises once and for all and they were demolished in 1960.

Although these early attempts at creating a UK sugar beet industry failed, Maldon had been among its earliest pioneers.

end

IT ALL "ADS" UP TO A BARGAIN

I am always fascinated by old advertisements so you can imagine my pleasure in seeing a selection in a copy of the Maldon and Burnham Standard for May 28, 1959, which recently came into my possession.

Strutt and Mowlem, based in the Towers, were offering new 2-4 bedroom houses for the princely sum of £1,805. They had the added advantage of maximum mortgages and no road charges. Even the company's telephone number is a quaint reminder of yesteryear - Maldon 524.

Carlson Ltd the furniture store, of 102b High Street had the following bargains - Axminster Carpets 3 yards by 3 yards £18.18.0; three piece suites from £24; Snakflap kitchen cabinets £12.18.6; and 3ft Vono divans £10.10.0.

Maldon Shopping Centre at 160 High Street (near the Bus Park) had an "Alteration Sale" with cash discounts of 4/- in the £. Suedette jackets could be had for 60/-, while plastic macks, all sizes were 9/6 and ladies shoes were available from only 20/-.

Lloyd's was advertising the last three days of their furniture sale with the slogan "A fine opportunity to come home making at reduced Prices". They were based at 16a High Street. Phone Maldon 406 (evenings 799).

Well what do you know?

What links Maldon, a giant, Ely Cathedral and a ball of wax? The year was 991 A.D. when the Vikings, having led successful attacks on Folkestone and Sandwich, turned their attention to the east coast of England. Consequently the Earldorman of Essex, Byrhtnoth, a giant of a man (evidence from examination of his reputed skeleton indicates he was an extraordinary seven feet tall) ordered those Saxons eligible for military service to report for duty to repel any possible attack.

When the Vikings sacked Ipswich Byrhtnoth knew that Maldon or Colchester (the two most important towns in Essex at that time) would be next. Colchester being the more easily defended, Byrhtnoth rightly surmised Maldon was the most likely target and amassed his troops ready to receive them.

In August some 93 Viking ships, each carrying between 60 - 100 men under the leadership of Olaf Tryggvason, sailed up the Blackwater estuary and occupied Northey Island. They then sent demands for gold and silver as a bribe to leave Maldon without attacking the town, but the 68 year old Byrhtnoth offered them battle instead.

He had several reasons for choosing to fight; 1) he knew that any bribe would only encourage the Vikings to return for more; 2) the raiders almost certainly had captives from Ipswich who were being taken into slavery and it was essential to free them; 3) the need for a quick, decisive battle in order to release his men from military duty so that they could gather the harvest; 4) Byrhtnoth was a devout Christian who had promised to defend the faith from pagan attack at all costs.

Together with his retainers and the local fyrd (militia), Byrhtnoth took possession of the causeway from Northey Island preventing the invaders from reaching Maldon. As the tide fell the Danes began to cross but because the causeway was narrow only a few men could actually get into action and these were quickly cut down by three of Byrhtnoth's retainers. Unable to cross the causeway the Vikings then asked permission to be allowed onto the mainland in order to fight on equal terms - to which Byrhtnoth readily agreed. Although in hindsight this would appear to be a foolhardy decision, he knew that it was essential to decisively defeat the Vikings because if they were allowed to leave unharm- ed they would simply raid elsewhere.

In the following conflict Byrhtnoth was killed and most of his men fled, except for his most loyal retainers who fought to the death to avenge him. The Vikings chopped off Byrhtnoth's head and took it back to Scandinavia while his body was taken for burial at Ely Cathedral.

The battle was immortalised in a Saxon poem and a statue of Byrhtnoth may be seen on the wall outside All Saints Church. Although there is now some dispute as to the exact year and site of the battle the most likely place is Northey Island.

Oh, and the ball of wax? Well when Byrhtnoth was buried the monks substituted a ball of wax for his missing head.

ST. CEDD's CHATLINE

By Judy Betteridge

Well, here we are in late Spring and no sign of any warm weather yet. I've bee looking at a photograph recently of a VE Day party, which took place in 1945 c Sadd's log meadow on the Causeway. Betty and I are there, resplendent in o best frocks, but there are one or two cardies in evidence, so perhaps it wasr very warm then either! I can't remember attending this particular party, but I c remember the VJ party when we had a wonderful bonfire and burned an effi of General Tojo, the Japanese Prime Minister, and former Minister of War. didn't know who he was then, of course, but I have researched him on th internet and learnt that he attempted suicide after the fall of Saipan, and wa subsequently executed as a war criminal in 1948 - sic transit gloria mundi .....

At St. Cedds, we have been very busy since Christmas having a good clear u session, during which we discovered a box of miscellaneous photograph which we have now accessioned. This has been quite a difficult operation a some of the photographs are unmarked. Therefore in some cases we have n been able to identify the people or locations on them. I expect you all hav boxes of family photos, I know that I have. How about a resolution to mark ther up so that future generations (or possibly your local museum) will be able t identify them? Just the job for a wet winter afternoon in front of the fire!

Our "to be accessioned" box is emptying fast, and Julia and Betty are nearin completion of the computer listing and card index. Recently, we have been s pleased to have Liz Willsher back to help us, and Liz and I have started to tid up the Bygones Store using the plastic storage boxes purchased with a recer grant. During this operation we discovered two corn planes - like miniatur wood planes with blades and all, and according to the instructions you appl them to your corns - we hope that modern medicine has come up wit something more humane!

Well, that's all for this time - do hope that you enjoy the Summer - come and visi the Museum and bring your friends - the exhibits are looking really great.

Until next time .....

Judy Betteridge

Maldon's Historic Churches

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

St. Nicholas Church, Tolleshunt Major

The church, standing in open country, dates from the 12th century with 15th and early 16th century detail, restored in the 19th century. The tower of red brick was added in the 16th century by Sir Stephen Beckingham. Later the same century a chapel was built on the north side, but this was later destroyed and only the blocked doorway remains. The chancel's 15th century east window has been much restored. The roof is late 15th century and is of braced collar-beam type with a moulded wall plate and tie beam.

Within the communion rails on the right side is a rough segmental headed recess with a very old oak shelf and very rare quatrefoiled piscina, (stone basin near the altar for carrying away water used in rinsing the chalice etc.). The semi-octagonal font is 14th century and made from Purbeck marble. North of the tower-arch is an early 16th century stoup (holy water basin). In the floor of the south porch is a plain tapering coffin-lid of marble reputed to be dated 1290. There are three bells, the first is not inscribed but is pre-reformation, the second is late 14th century and the third is dated 1726.

What a Picture, What a Photograph

How many of us own old family photograph albums containing small unidentified sepia portraits? Although we are certain that the picture must be of some distant relatives, there is no name to identify them. In Victorian photo albums, the picture's border may be obscured and if you are very lucky, the name might simply be hidden by the album's mount. Alternatively it may appear on the reverse of the card, hand-written over the photographic studio's name and address.

These particular photos are usually "cartes-de-visite" which were extremely popular from the earliest days of photography. They measure approximately 60mm by 50mm to 115mm by 65mm, and as the name implies, were a form of visiting card carrying a photo of the bearer. However they should not be confused with modern visiting cards as they were totally impractical in conveying the vital information as to the bearer's name or address. If you were good at remembering faces but not recalling names then cartes-de-visite were useless as an aide memoire unless the recipient had the good sense to scribble the data on the back.

The idea had originated in France where a photographer called Dodero from Marseilles introduced them in the 1850's. However it was the Parisian, Andre Disderi, who in 1854 patented a way of taking a number of images on one plate (usually eight), thus greatly reducing production costs.

There is a story that cartes-de-visite were not popular until May 1859 when Napoleon III, on his way to Italy with his army, visited Disderi's studio to have some cartes made. The story was untrue - it was simply a publicity stunt by Disderi. The publicity worked and two years later he was earning nearly £50,000 a year from one studio alone.

As the craze began to gather pace a number of different cameras were devised. Some had a mechanism which rotated the photographic plate, others had multiple lenses which could be exposed singly or all together.

In England portraits were taken of Queen Victoria and Prince Albert. One firm paid a small fortune for the exclusive right to photograph the Royal Family and this started a boom in collecting pictures of the famous or having one's own cartes-de-visite made. In the week Prince Albert died over 70,000 of his cartes-de-visite were ordered. The craze, which lasted well into the early 1900's, swept society and became an essential item for any person of fashion around the world.

To meet demand studios snowballed throughout Britain - there were thirty-five in Regent Street alone! Profits were huge - Oliver Sarony based in Yorkshire was earning more than £10,000 per year (an absolute fortune in the middle of the 19th century), and Gladstone was thought to be considering imposing a tax on the trade. Some photographers even copied the work of others and made a healthy living from their sharp practice. At one point so many cartes were being produced that half a million eggs (used in the manufacture of albumen prints), were being delivered each year to just one British studio alone!

The reasons for the success of cartes were the novelty of the new medium of photography; their cheapness (the average price for a card was 10d and mass produced ones could be purchased for about 4/- a dozen); their size (they were small, light and easy to collect); and people were keen to enjoy a new hobby of collecting a photographic record of the era's notable personages.

Collections of cartes were mounted in albums (the first was produced in America in 1861) and the most popular subjects included those of actors, famous generals, the aristocracy and sportsmen, thus presaging the craze for collecting cigarette cards during the middle of the 20th century. The hundreds of thousands cartes of less distinguished people found their way into their own family and friends' albums.

A M

based on CARTE-DE-VISITE web site by Robert Leggat

Extracts from the Acquisitions, Accessions of Maldon Museum Minutes

Date	Item		From
16.7.25	1	Natural pebble with hole ? hammers	
	2	Dutch Clinker found in mud off Promenade	
	3	18th century Glazed Pot found in the shoal off the Bath Wall	
15.10.25	1	Pair of Tudor doors	International Tea Co.
	2	Pair of Wrought iron ? Sword hilts from India	Miss Dedman
	3	Old Pair of handcuffs	Cllr Furlong
10.12.25	1	Portion of rim of pot dredged from Southey Spit, Northey Island	Josh Wright
	2	Fragment of a pot ? Romano-Celtic from the North Doubles	Josh Wright
	3	11 fragments of pottery found in a trench at Goldhanger	Cllr Furlong
	4	Turkish hand-grenade	George Davis
	5	Bean & Pod from Pert. E. Africa	George Davis
	6	Turkish Stiletto	George Davis
	7	Pieces of rope from a Mystery Ship	George Davis
	8	Tooth from a female skeleton found in a sarcophagus under the floor of the Chapter House at Beeleigh Abbey	Loaned by Miss Dedman
	9	3 Rosettes made for and worn at the wedding festivities of Queen Alexandra, March 10th 1863	Miss Gower
11.2.26	1	Mushroom-shaped fossil found on the railway line between Maldon & Langford	
	2	Fractured flint containing a tiny shell in a hollow found in the Friary garden	
	3	Coin, probably a token	Cllr Furlong
18.3.26	1	Reply from British Museum identifying items 1 & 2 above	
	2	"Forty Years of a Sportsmans Life"	Sir Claude de Crespigny
	3	"A Guide to Osea Island"	b/o Wm. Talbot Forest
	4	"Essex Ballads"	" " "
15.4.26	1	A piece of decorated board from Beeleigh Abbey (said to have been found in a wall there about the year 1840 bearing the date 1683 in ornamental brass tacks - probably part of a Sumpter case used for animal transport)	
13.5.26	1	Two samples worked by Grace Noakes in 1831 & 1834	
	2	A Coronation medal William IV and Queen Adelaide, 5th September 1831	
	3	Two glazed frames for item 2. 1/9 each	

Maldon District Museum Association

Registered Charity 301362

President - Mr Derek Maldon Fitch
Vice President - Mr L. F. Barrell

Committee - to A. G. M. 2006

Chairman	*Paddy Lacey*	[redacted]
Vice-Chairman	*to be advised*	
Hon. Secretary	*Jenny Sjollema*	[redacted]
Hon. Treasurer	*Betty Chittenden*	[redacted]
Membership Sec.	*Colin Barrell*	[redacted]
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Committee	*Mike Bennett*	[redacted]
Committee	*Judy Betteridge*	[redacted]
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