

THE PENNY FARTHING

The Maldon District Museum Association Newsletter



photo coutesy of Robert Banks Smith of Melbourne, Australia

THE WIZARD OF OZ

Our picture shows a rare Bentall car recently discovered in Australia. This is only the second Bentall car known to be still in existence. One of approximately 100 cars made in Maldon it is a bright yellow two-seater, two-cylinder, open-bodied Standard Two, probably built in 1906. *See story page 19.*

Ed: As two of the 100 cars made by Bentalls have now been rediscovered we only need to find the other 98 and we will have the set!

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CHAIRMAN'S CHAT

The end of the 2005 Season is rapidly approaching and one can look back over it and assess what has been achieved. It started very quietly with generally low attendance levels that seemed to bear a direct relationship to the heavy civil engineering being carried out in the Promenade Park coupled with the closure of the A414 route to Maldon through Danbury. Our takings were very much down which mirrored the more serious effects on other local businesses. Then slowly things began to pick up and with the added interest of the events celebrating the Bental Bicentenary that took place in September, we have probably had our most successful late summer and autumn ever.

There have been some downsides however and on two or three occasions there has been a no-show situation by stewards without prior warning. Even when warning has been given it has not always been possible to find a deputy. Due to long term illness, relocation or increasing infirmity our list of possible stand-in stewards has been very much reduced. We have not tried to put too much strain on those who are still available by asking them to stand in on too many occasions.

The solution is to find additional new stewards for next season and we shall be launching a recruitment campaign. If you have friends or can suggest the names of people that we could approach please let Lynda Barrell, our stewarding secretary, know. Lynda was able to report to our last committee meeting that she had three new names for next year but we need several more.

Thanks must be given to our friends in the Blackwater DFAS for the assistance they give with stewarding as part of their support for the arts in the general sense. We look forward with hope to obtaining similar aid from members of the two local U3A organisations, not forgetting the revolutionary help that we have had from Tony Mandara of the U3A with "The Penny Farthing" and other publicity material.

My personal thanks go to all who have helped the Museum during 2005. Despite the lovely autumn weather prevailing may I also wish a very Happy Christmas with all good wishes for an interesting and successful 2006.

Paddy Lacey

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.

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

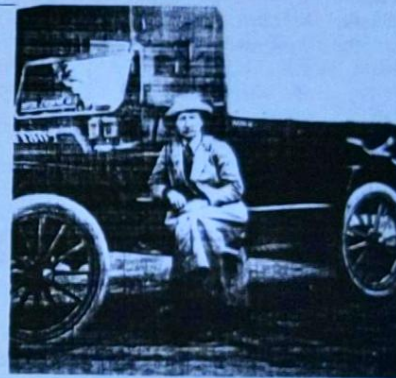
Looking for Miss Prance

by Ian Valentine

Many years ago I became chairman of the executive committee of East Essex District Scouts and our meetings were held at "Prances" camp site in Wickham Bishops. "Why Prances?" I asked. "Because the site was given to us by Miss Prance" was the answer. I then discovered that we possessed the windscreen of an ambulance that Miss Prance had driven in France during the First World War, and a collection of her old lantern slides. I was interested enough to take these home to sort out, when I found wartime pictures of Northern France in 1916/17, of Serbia in 1916, and what was obviously a visit to India and the Nile Valley plus a walk along the Pilgrim's Way.

Somehow I found out that she drove her ambulance for the Scottish Women's Hospitals, then things lay dormant for several years until three years ago the Maldon and Burnham Standard published an old photo of the Wickham Bishops Scout Troop including, it said, Miss Prance. This set me thinking that someone (me) ought to try and find out more about Miss Prance before everyone forgot who she was and why she had given her land to the Scouts.

First stop was the Family Records Centre to find her birth certificate, which showed that she had been born Edith Lina Prance on 13 May 1874 at the Vicarage, Annersley, Nottinghamshire. The 1881 Census revealed an elder and younger brother living with her and another brother away at school in Christchurch. (A sister was born later). The household was served by a nurse, cook, parlour maid, housemaid, nursery maid and coachman, which suggested the family were quite well off.



Edith Prance with her ambulance during the First World War

Unfortunately her father died in 1890 and by 1901 she was living with her older brother and widowed mother in Mansfield Woodhouse, Notts. Her father's will showed that he left an estate of £46,311 which was the equivalent to £3,000,000 in 2002 - confirmation indeed that they were a wealthy family! I then learnt that her middle brother became a priest and that from 1906 to sometime before 1914 she kept house for him and their mother at the Rectory, Maidwell, Northants.

I began to research background information about

the extraordinary grit, determination and skill of the mostly Scottish women doctors, nurses and orderlies who set up several hospitals in Roumania, Serbia and France during the Great War.

Many of these ladies were genteely brought up from professional, even aristocratic families so when, for instance, they were offered the 13th

century Abbey de Royaumont, north of Paris for a hospital and found it had been uninhabited for years, was full of mess and dirt, had no electricity, no heating and just one cold water pipe, it must have been a severe shock! The advance party had to fill their own straw mattresses and sleep on the floor whilst they set to to turn it into a hospital with initially 100 and eventually 600 beds - they were incredibly resolute and resourceful women in the most adverse circumstances.

But to go back a bit, I discovered that at the outbreak of the war Edith Prance had

been working in the Press Office of the National Union of Women's Suffrage Societies (the non-militant suffragettes), when she saw an advertisement from the Scottish Women's Hospitals for women with their own cars to volunteer with their cars for ambulance duty in France.

She was one of the first volunteers and served at the Abbey de Royaumont from December 1914 to probably 1916 bringing wounded soldiers from Creil, the nearest railhead, to the hospital.

I travelled to Glasgow to the Mitchell Library where many papers relating to the SWH are kept and was able to find the actual SWH "Agreement with Unsalariated Employees" (many of them were women of independent means and refused to take the offered salary of £50 per annum) which she signed on January 17th in 1917 to join the "America Unit", a hospital financed by donations from America, in Greece for six months.

She sailed to Salonika, then went up into Macedonia and eventually into the mountains on the border between Macedonia and Serbia. Here they were driving Ford Model T ambulances up and down precipitous roads that were basically mule tracks, bringing wounded soldiers back from the Field Dressing Stations to the hospital.

One of her lantern slides shows their bell tents pitched on an extremely steep slope, in which these well brought up young women (at 45 Edith

Prance was well above the average age), slept on camp beds and ate their meals out of tin plates on packing-case tables. In the winter they had to empty the radiators of the cars every night to stop the engines freezing, but then used the water to fill their hot water bottles. Perforce they became excellent mechanics able to change wheels and tyres, service the engines and repair basic faults.

After six months she returned to France as she "got rather run down, feeling at the end of myself". It is not clear how long she stayed, but her newspaper obituary says that "after the war she and her brother helped to repatriate the refugees from the battle area". Her brother Ernest, who had been Rector in Maidwell, and became a wartime Chaplain, was universally known in Wickham Bishops as 'Padre Prance'.

Shortly after the war the 'old comrades' from Royaumont founded an association and, from their newsletter, I learned that she went with her brother to Nylstroom in the Transvaal, where he took over a parish. According to Crockford's Directory he only remained in the post for 3 years, and I suspect he retired due to ill health, (he may have been gassed during the war). However one of Edith's old comrades reported in the 1926 newsletter that Edith was hoping to sell her citrus farm before returning home via India (her youngest brother, Charles, was Superintendent of Telegraphs in Calcutta).

On their return, for reasons which I have failed to

establish, they came to live at Wickham Bishops, where the three of them (none ever married) lived in "Five Corners". Here Edith took an enthusiastic interest in the church, local affairs, gardening, birdwatching, the WI and the British Legion. She was also the Vice-President of the village football club to whom she gave a green hut which was subsequently moved to the Prances site.

But now perhaps the most extraordinary episode in Edith Prance's life was about to unfold, for as war broke out in 1939, when she was 65 years old, she and seven other old comrades from Royaumont decided to go over to Northern France and set up a canteen for the French troops. During the First World War they had gained an enormous love and regard for the ordinary French soldiers who bore their wounds and treatment with such fortitude and humour. They negotiated with and were accepted by the Association des Dames de France, and so in February 1940 she set out in her tiny Singer Nine 2-seater car for a mining settlement called Mouzaia, east of Metz. They were soon serving 1,000 troops a day.

Then after four months they received the order to evacuate immediately, and so she set off with three people in her little car on a hair-raising five-day drive, sometimes only 12 hours ahead of the advancing German troops, to reach safety. She had to fight her way through all the refugees on the road, circumnavigate bomb-craters, nag army officers to get some petrol, sleep by the roadside or

in barns, until she eventually reached Bayonne (a drive of about 700 miles), where they were able to get the last boat returning to the UK which took them to Falmouth.

According to Henry Bass (the current owner of "Five Corners") in 1940 (presumably when she had just got back from France), Edith was afraid that the house might be requisitioned by the military, so she therefore offered it to Dr. Barnardo's for use as an evacuation centre for children. She sold the house near the end of the war to the parents of the present owners, but with the proviso that Dr. Barnardo's could continue to rent the house until the end of the war. She moved to Baxters Cottage (the former gardener's cottage of Brights, the solicitors, who lived on the corner across the road) and her brother to East View, Totham Hill.

As soon as she had recovered from her French adventure she began driving ambulances in London, presumably with the London Auxiliary Ambulance Service. Finally, she wrote in the Royaumont Newsletter of February 1845, that she was just ending a very happy 20 months driving for the Seventh Battalion of the Essex Home Guard. She was looking forward to the battalion farewell on 3 December, and bemoaning the fact that her job was closing down. What an indomitable 70 year-old woman!

We then move on to 1956 when the local Wickham Bishops and Great Totham Scout Groups were amalgamating. The Scout

leaders met one Saturday on the corner of what is now "Prances" to walk around the village to look for a suitable site for a Scout hut. They all decided that Miss Prance's site looked ideal and immediately approached her to ask if she would think of selling them some land. She promised to think about it and speak to her solicitor, who just happened to be the Scout District Commissioner! Two weeks later she had signed a Deed of Gift of the cottage and 3.5 acres of land to East Essex District Scouts with the right to continue living in the cottage for her lifetime.

At the official handover the guest of honour was the sister of Lord Rowallan, then Chief Scout, who as the Hon. Elsie Corbett had been a fellow ambulance driver in Serbia and Macedonia. Her cottage is now the camp warden's residence, and I am sure she would be delighted to know how heavily used the site (called "Prances" in her honour) is for camping and training activities.

She died just a year later on 20 May, 1957, from a cerebral haemorrhage, aged 83 years, and is buried in Wickham Bishop's graveyard alongside her two brothers. A plaque has been placed in the Lady Chapel of the church, to whose restoration she had contributed, remembering her as a "Servant of God and friend to this church". In her will she directed that any death duties payable on the sale of her cottage land should be met from her estate.

Edith Prance came from that late Victorian generation of

upper middle class, intelligent women for whom there really was no 'suitable' occupation, except to marry, socialise and engage in "good works".

For her and countless others the First World War opened up new horizons where they could at last use their latent skills, discover unknown qualities in themselves and make a significant contribution to the wellbeing of their fellow men and to the war effort. Their successes gave them the right to new freedoms after the war and led directly to the granting of the franchise, which was obviously something close to her heart.

To gauge her character from the existing material is difficult, but she was evidently generous with her time and money, resourceful, extremely determined when the necessity arose, no pushover if she thought she was not being treated correctly, a lover of travel, keen photographer and very close to her family. She is remembered as being slightly deaf, short, bent but very lively and "birdlike".

And the photo in the local paper which I mentioned at the start of this story? Well, it turned out not to be Miss Prance at all. The general opinion is that it was Miss Snell, Scout Leader of the 1st Wickham Bishops troop in the late 1920's.





I recently had the pleasure of hearing a presentation by Rev. Keith Lovell of Tollesbury, about the origins of local pub signs and the fascinating stories behind the names of some of Maldon's pubs.

Starting in the next issue of *Penny Farthing* we will be presenting a series of articles about Maldon pub signs, with the Rev. Lovell's kind permission to use some of the information from his colour booklets. In the meantime, by way of introduction, let us consider the history of pubs themselves.

The "pub" is a relatively new term invented by the Victorians as an abbreviation for the public house. For centuries they have been places where friends gather to celebrate, drown their sorrows, play games or to seek quiet relaxation. In some rural communities the pub even serves a dual role, such as that of church or post office.

It was the Romans who gave England its first "pubs" almost two thousand years ago. In Roman towns tabernae served food and wine (and probably the local ale too), they displayed vine leaves outside the premises to advertise their trade. When the Romans left, the tabernae disappeared.

Over the next few centuries invaders would come and go, but one thing they all had in common was their fondness for drinking. They had a particular thirst for ale, which was brewed using malted barley, water and yeast. It was sweet and often powerful, but was easily soured and did not keep well. Skill was needed to produce good ales.

At one time all men, women and children drank ale or small beer because it was considerably safer to drink than water, which was more

often than not contaminated or of doubtful quality. Brewing had the virtue of killing off most of the bacteria lurking in the water supply.

The name ale derives from the brew being flavoured with the herb "Cost-Mary" or "Ale-Cost", they also used Erica (heather) for the same purpose.

The spread of Christianity did nothing to lessen the English thirst for ale and many Pagan rituals which involved drinking, were adopted by the Christian church. When hops were introduced into beer-making in the fifteenth century, the Church was the principal brewer. Ales were sometimes brewed especially for church festivals or to raise funds, these were known as 'scot ales' - those who brewed secretly to avoid paying the church its share were drinking 'Scot free'.

The monasteries had been the usual providers of sustenance and accommodation for travellers but the increase in population during the Middle Ages, added to large numbers of pilgrims visiting shrines all over England, placed increasing burdens on the monasteries. A new type of establishment was needed ... the inn.

The earliest inns derived from an Anglo-Saxon word "inn" (cumen-hus) meaning chamber and existed from about 700AD. Many of these old inns are still in business and continue to offer hospitality, although the monks have long gone. Probably the most famous of all the inns was the Tababard, in Southwark, from where, in 1388, Chaucer began his Canterbury Tales.

Public Houses derive from the early brewers' houses where ale was usually consumed, thus the informal alehouse was born. The Danish word "ol" was used by Anglo-Saxons when they instigated alehouses (eala-hus) in the time of Ethelbert, the King of Kent. They sold ale, while beerhouses sold beer, a darker liquor such as stout or porter, but neither sold spirits nor offered accommodation.

In the seventh century Ethelbert restricted the number of ale sellers.

Three centuries later the size of drinking vessels themselves were regulated. Incidentally drinking vessels were shared and each measure was marked by a peg, requiring the drinker to drink down to the peg before passing the vessel on. However if the drinker exceeded his measure he was said to be

taking the next drinker "down a peg or two" - an expression we still use today.

Alehouses were basically places of necessity where the poor could shelter, spending the little money they had to sustain themselves. Consequently they were hardly places of comfort and few gentlefolk wished to be seen in them.

The middle classes required more salubrious surroundings in which to meet and relax with a more refined drink - the tavern. By 1577 there was a tavern for every 150 inhabitants of these islands. The name was derived from the Latin "taverna" meaning hut, which was originally a vintner's house which sold only wine and superior food, and was a place of comfort where people could drink in private.

The image of the cosy tavern with its customers gathered around a large open fire, smoking pipes and engrossed in intellectual conversation, is a romantic myth of the eighteenth century.

The clientele may have been wealthier but their behaviour was not always gentlemanly. There was much drunkenness, though this was not so disapproved of as it is today, and the taverns were a magnet for confidence tricksters and prostitutes who preyed on the inebriated and unsuspecting.

In spite of these obvious shortcomings, the tavern became the fashionable place to be seen. But by the end of the eighteenth century, competition and social changes saw the decline of the taverns. Alehouses began to mimic

them; they lost their monopoly on selling wines; the "gin palaces" drew away some of their custom and drunkenness was no longer acceptable to the middle classes. The upper classes left the taverns in favour of gentlemen's clubs.

The English Civil War saw the rise of the Puritans who strictly disapproved of the evils and excesses of drink.

Alehouses, taverns and inns were taxed to pay for the war and were used by both sides to billet their troops. As the progress of the war swung in favour of one side or the other, an alehouse would change its name from say, the King's Head to the Nag's Head and back again.

When Oliver Cromwell became Lord Protector, he repressed most forms of everyday enjoyment and many alehouses and taverns had their licences withdrawn and illegal outlets were closed. At around the same time three new drinks began to change the nation's drinking habits. Coffee was introduced in 1650, chocolate in 1657 and tea in 1660.

With the restoration of the monarchy the country quickly returned to its previous drinking habits and French brandy and wines became so popular, that when William III, who disliked the French, imposed a ban on them it sparked a huge increase in smuggling.

As a substitute, William encouraged the distilling of "genve" (gin) and restrictions on distilling it were removed. By the early 1700's the country was awash and the

availability of so much cheap alcohol proved devastating, particularly for the poor.

Gin drinking became an epidemic. Farmers started distilling it, duty was cheap at twopence a gallon compared with ninepence for beer, and consumption rocketed. By the mid 1700's ten million gallons of gin were being distilled annually in London alone and at least one house in ten sold liquor.

The perils of gin were immortalised in Hogarth's engravings, "Beer Street" in which the inhabitants are plump and healthy, and "Gin Lane" where there is death and chaos. The effects of gin were such that the population of London actually dropped, despite improvements in sanitation - Londoners were drinking themselves to death.

Gin's hold was temporarily slowed through new laws to curb production and sales, brought about by disapproving middle-classes and new industrialists who wanted a sober workforce. Anti-smuggling measures led to the duty on spirits being drastically lowered, with the result that statistically spirits consumption increased. However this had more to do with the switch from smuggled to legitimate drink. Even so there was an alarming increase in the number of "gin shops", many of which were former converted pubs.

Unlike the pubs they replaced, gin-shops served no food and had no seating. They were usually located in poorer areas and were designed for fast turnover - the poor had little

money so were not encouraged to stay once they had spent what little they had.

The industrial revolution saw an increase in demand for quicker and more reliable coach travel. Although the speed and range of coaches increased they needed frequent stops to rest, feed and water the horses and to refresh the passengers and coachmen. The coaching inn was born.

As the range of a team of horses was around twenty miles, depending on the terrain, this tended to dictate the location of the inns. Some Tudor inns, which were fortunate enough to be situated on a coach route, were converted to the new coaching inns, while those on minor roads barely survived.

Whole new towns were developed just to serve the coaching trade. One such was Stoney Stratford near Milton Keynes, which had no fewer than eleven coaching inns along its narrow high street. Most are now hotels or pubs, though their tell-tale stable-yard entrances remain.

Standards varied enormously because the cost of setting up up an inn was considerable. Warm shelter had to be provided, with food readily available for travellers who might stay only half an hour and consume nothing, before dashing on their way. Staff had to be on hand, stabling provided, rooms furnished and kept ready, fresh provisions constantly available.

On the other hand, travellers often complained of damp rooms and linen, bed-clothes soiled and stinking, food that

was stale and rancid, incompetent staff and landlords who were indifferent to their needs or were just plain rude. Some landlords were also criminals, in cahoots with highwaymen, and telling them which guests had full purses.

Only those coaching inns well positioned on a busy route prospered, others had a harder time. The more fortunate often became centres of trade where businessmen met to negotiate deals. Others were used for auctions and became secure places to hold money for transactions, taking on the role of informal banks. Traders stored their goods in the inns' own warehouses and in some, circuit judges held court, which was good news for the innkeeper who would provide room, food, drink and stabling for the lawyers and judges.

The scale of the grandest inns is hard to imagine. The larger ones had sixty bedrooms and stabling for 50 horses. They were often several storeys high with galleried courtyards and often lavishly decorated.

The advent of the railways brought the Golden Age of the stage coach and the coaching inns to an abrupt halt, and is why we have so many pubs called the "Railway Tavern" around the country.

In the early twentieth century the pub was the sole preserve of the working classes, providing almost their only source of pleasure. With etched glass, gas lighting, mirrors and music, pubs created a dazzling spectacle of opulence that afforded an escape from a life of

Essex & the Sea

Touring Exhibition

Ten museums in Essex have come together to produce a maritime exhibition telling the story of Essex and its coastline from seaside resorts to lifeboat rescue and natural history.

The exhibition will be visiting Maldon District Museum
Fri 1st Sept. to Sun 29th Oct. 2006

Don't miss it - put the dates in your diary NOW

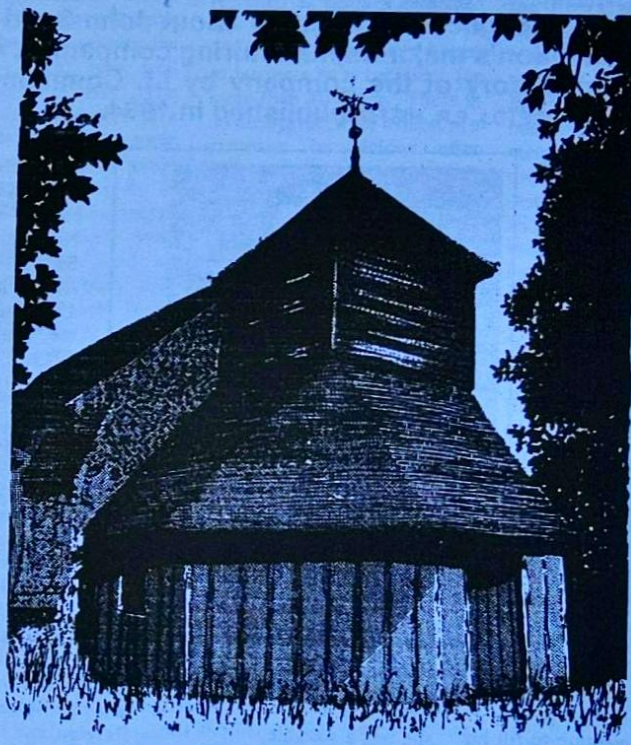
almost unremitting toil and gloom.

Even so, no respectable woman would enter a bar where men drank. Special rooms, called the snug or the lounge were created especially for them, and these were usually more comfortable with plush seating and a small hatch into the bar, through which drinks could be passed by their husbands who controlled how much they drank.

With post Second World War prosperity, pubs eventually developed into the places we know today, but it is nice to think that we are still sharing a 2000 year-old tradition with our ancestors and hopefully with our descendants yet to come. Cheers! A.M.

Maldon's Historic Churches

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



St. Mary, Mundon

Formerly the parish church of Mundon, this building which can only be reached by footpath from the public highway, is leased to the Friends of Friendless Churches, by whom it has been beautifully restored. The fourteenth century chancel is constructed of patterned brickwork and plaster. However, the fifteenth century belfry is constructed of massive oak beams and there is a wealth of carving in the timber-framed Tudor porch. The window in the north wall of the nave dates from the fourteenth century while in the west wall is a fifteenth century doorway. In the floor is an indent for figures of a man, two wives, inscription plate and two groups of children, dating from the early sixteenth century. The fittings of the nave include an eighteenth century plain octagonal pulpit and a complete set of 18 box-pews. Painted on the walls of the chancel during the eighteenth century are the Commandments, Creed and Lord's Prayer. According to the Domesday Book of 1086 a vineyard was planted here, but the moat is now all that remains of the former Manor House.

JOHN SADD & SONS LTD

Penny Farthing begins a new series about John Sadd & Sons Ltd, one of Maldon's major manufacturing companies. Adapted from a short history of the company by Lt. Commander P K Kemp O.B.E., R.N.(RETD.), F.R. HIST.S. published in 1964.

For centuries Maldon has been associated with the timber trade. It is recorded that in 1505 prefabricated timber-houses in Rood Lane, London, were made by carpenters at Maldon. In view of the rudimentary road system in those days, these timber-frames must have been transported to London by water. Interestingly three centuries later, the John Sadd of the day, head of a flourishing Maldon timber works, ran a regular weekly packet service by sea from the town to the City and found enough trade in the venture to fill his ships.

Some of the timber used in these early frames was imported from the Baltic, and as Maldon was already an important port at that date it is probable that the timber was imported direct.

The importation of timber and the manufacture of timber products has been a major part of Maldon's trade for over 500 years. Ships were built in the town during the 16th and 17th centuries, and one of them, the *Edward of Maldon*, served with the English fleet during



John Sadd Jnr circa 1823

the Battle of the Spanish Armada in 1588. For her day, she was a sizeable ship of 186 tons, with a crew of 30 men.

During the reigns of Elizabeth I and James I, there was a flourishing carpentry business in Maldon run by a family named Scott. This business was still operating 100 years later when it was absorbed, either by take-over or partnership, by the first John Sadd during the reign of Queen Anne. At the time he had already been a carpenter of some substance in Chelmsford.

The first official mention of a man named Sad, occurs in the Domesday Book of 1086,

where a man of this name is recorded as owning land in Norfolk. Another Sad is recorded as living in Essex in 1229 and a second of the same name in 1241.

By the reign of Henry VII, a John Sadde owned a shop and garden in Braintree. His son, Thomas Sadde, who was a smith in business at Gosfield, sold it in 1537 for the sum of £2 13s 4d. Thomas's son, another Thomas, held

land in Bocking during the last year of Queen Elizabeth I's reign, and his grandson, a third Thomas, held the same land in 1625.

Both John Sadd and Ambrose Sadd held land at Rivenhall in 1637, another John owned land at Earls Colne in 1661, which passed to his son, also John, in 1697. There was a John Sadd at Chelmsford in 1729 and another at Hazeleigh in 1698. Among other early Sadds who appear in county records are Susan, who owned a house at Cressing in 1655, Henry who held property in Southwark in 1600, and

Isaac, who in 1662 held properties in Great Oakley and Hawkwell.

These early records are of course fragmentary, but show that by the 17th century the family of Sadd was well established in Essex. The first definite connection of a Sadd with the timber trade occurs in an indenture made the sixth and twentieth day in the second year of the reign of our Sovereign Lady Ann' between Thomas Sadd of Chelmsford, carpenter, and Susan his wife, and Mary South of Widford under which they sold her eight acres of land complete with barns, stables and out-buildings in Danbury for £35. This indenture indicates that Thomas had set up in business as a carpenter in the reign of William and Mary, or even during that of the two last Stuarts.

The rental roll of Chelmsford Cathedral records that in 1703 the same Thomas Sadd held land in the Cathedral area for which he paid a quit rent of 6d per annum. He had a son named John who, in February 1729, sold two shops in Chelmsford 'between the Corn and the Butcher Market'. There is also a John Sadd mentioned in the county records as owning land in Chelmsford in the same year and is probably the same John. His occupation is not mentioned, but it is probable that he was a carpenter like his father, for he was certainly in that trade when he moved to Maldon in 1729.

It is probable that this John Sadd either went into

partnership with, or absorbed the business of, a man named Scott, whose father or grandfather, John Scott, is recorded as being a carpenter at Fullbridge, Maldon, in 1636. At that time he had been in business as a carpenter for more than 40 years. There is no further record of a Scott as a carpenter in Maldon after 1729, while from this date onwards the Sadds prospered in the timber trade with their headquarters at Maldon.

Throughout the 18th century the firm established itself on solid foundations. With the growing business passing from father to son, the sons, grandsons, and great-grandsons of the first John Sadd became prominent and substantial citizens of Maldon, enlarging their interests with each generation. Each eldest son was named John, and the three generations which spanned the 18th century lifted the original carpentry business into a considerable family firm.

A note in the Sessions Book of Maldon Borough at the passing of the Consolidation Act in 1767 (which combined into one the Allegiance and Supremacy, Abjuration, and against Transubstantiation oaths) which were a necessary preliminary of the acceptance of any public office or service as an officer in the Army or Militia. It is recorded that John Sadd, gentleman, administered the oath as Bailiff of Maldon, on 13th July 1767, and himself subscribed to it. He may have done this either as Bailiff or as an officer of the Essex Militia.


His son was John F Sadd, and during the 20 years which

closed the 18th century (1780-1800) the firm took massive strides ahead under his direction. He broadened the firm's activities by the purchase of a number of small ships which he used for transport by sea, and branched out into the business of builders' merchant by importing in his own ships many of the materials used in that trade. His other interest included farming - he owned Priory Farm in Bicknacre - and is described in the 1793 Directory of Essex as "farmer, carpenter and hoyman".

Working in Maldon at this period was another master carpenter called Matthew Hall, who died in 1800 or 1801, and his business was acquired by Joseph Bygrave, who became a Burgess of Maldon in 1811. His brother Nathaniel was the Water Bailiff and between them they owned a part share in a wharf at Maldon. Evidence would suggest that John F Sadd's son, another John, took over the carpenter's business acquired by Joseph Bygrave. Certainly the carpentry business of Matthew Hall ceased at this time.

to be continued ...





Letters to the editor

Dear Editor,

Ref. Issue number 42 of the Autumn "Penny Farthing" - the picture of the butcher's van on the front cover was driven by my father, supplying meat products to the outlying districts - i.e. Woodham Walter / Cold Norton etc. around 1932, until his early death in February 1934 (aged 33 years).

The van was supplied new to him, a Morris Commercial, and Dad would stand in the back serving via the sliding windows.

Desperate to follow Dad into the meat trade I could not leave school quick enough to become a butcher in 1937. On reaching the age of 17 years I obtained a driving licence in 1940 (no test in those days), and due to Maldon Co-op Society being unable to find any experienced butchers to employ, they were compelled to trust me, a very inexperienced butcher, to fill the gap.

Surprise, surprise, having just got my driving licence, I was given Dad's old van to provide a delivery service to customers around local villages. Much to the Co-op's dismay, within a few months the attraction of a blue RAF uniform found them back to square one and an idle van. N.B. - I did not finish up in the cookhouse, to my surprise I helped win the war as a non-commissioned officer on Radar.

Also my wife tells me that the British Restaurant in Maldon during the war, which you enquired about, was in what we knew as Last's Tea Rooms on the Promenade - her mother worked there.

Frank Collins

Baker Mews, Maldon

Dear Editor,

A steering group was set up in March 2005 to take forward a project to develop the gardens on the Promenade Park. One of the aims of the group is to create an area to celebrate the Park's Victorian / Edwardian origins, this could include shrubbery, a fernery and plants or planting styles that reflect those eras.

Information about the Park's origins and layout was sought through the Essex Records Office but this yielded little evidence about the original design of the Promenade. It would appear that the area where the gardens and maze now stand were previously given over to lawns, tree planting and tennis courts. If anyone has any information to the contrary, or any old photographs of the Park that we could borrow for a short while as part of the ongoing research, please contact me, Rosemary Turp, Parks Development Officer at Maldon District Council on 01621 875793.

Many thanks,

Rosemary Turp.

Maldon District Council

Dear Editor,

I am a Lecturer in Geography carrying out research work on the Blackwater marshes. I hope any of your readers who have memories of Sir Norman Angell or Tom Driberg may be able to help me.

My work looks at the "managed retreat" schemes (sometimes called "coastal realignment") in the area. Part of it involves looking at what Norman Angell and Tom Driberg felt about the marshes. Norman Angell lived on Northey Island, Maldon from 1926 to 1946; Tom Driberg lived in Bradwell juxta Mare between 1938 and 1971 (and was of course MP for Maldon from 1942 to 1955).

I would like to find out what Norman Angell and Tom Driberg said or felt about the marshes and the coast. I would also like to find out anything they said or felt about coastal protection or flooding. Do any of your readers remember conversations with (or have records relating to) Norman Angell and Tom Driberg and such matters? If so, I would be very grateful if they would write to me, Stuart Oliver, at the following address:

Senior Common Room
St Mary's College
Waldergrave Rd.
Twickenham
London
TW1 4SX

Alternatively, I can be contacted by email at <olivers@smuc.ac.uk>

Yours sincerely

Stuart Oliver

Dear Editor,

In September I had a book published which is a history of the military in Essex. The book covers the periods of the Napoleonic War, WW1 and WW2. It has approximately 180 illustrations, many of which are rare nineteenth century prints and photographs. These include some old items relating to Maldon.

The book is called "Front-Line Essex" by Michael Foley, ISBN: 0-7509-4260-6 price £12.99. Copies may be obtained from all good bookshops or direct from the publishers Sutton Publishing Co. Tel 01963 442030.

Yours sincerely

Michael Foley

Romford

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 cover?

If the answer to any of the above is "Yes" we would be delighted to hear from you - letters to:

**The Editor;
Penny Farthing, 41 Abbotsmead,
Heybridge, Maldon, Essex CM9 4PT.**

WHICH WAS WITCH?

Following our short item "Something's Burning", in the last issue of *Penny Farthing*, concerning the fate which usually befell those accused of witchcraft, readers may be interested to know that over 700 witch trials took place in Essex between 1563 and about 1650. Both men and women found themselves accused of being or consorting with witches, the penalty being death by hanging, though not all those charged were found guilty - and a few stood trial several times.

In our own area during that period, two people from each of Purleigh, Tollesbury, and West Mesea were charged. Similarly three each from Burnham, Black Notley and Bocking; four from Bradwell, Braintree (one, Alice Aylett was charged no less than six times) and Danbury (where John Smythe stood trial four times). Five were charged from Great Totham, eight from Maldon, nine from Witham and an amazing twenty-two from Hatfield Peverel which also has the dubious honour of producing the first notable trial for witchcraft to take place in England. (What was it about Hatfield Peverel?)

In 1563 a Bill had been passed against witchcraft and just three years later three women from Hatfield Peverel stood in peril of their lives at Chelmsford accused of the crime. Just what Elizabeth

Francis, Agnes Waterhouse and her daughter Joan, had done to cause their neighbours' vehement hostility is not known, but on 26 July 1566 they were tried for being witches.

On an extremely hot day most of the population of Chelmsford had turned out to witness the "entertainment" and so important was the trial that Sir Gilbert Gerard, Queen Elizabeth's Attorney General, sat on the Bench in judgement, together with John Southcote, a justice of the Queen's Bench, Thomas Cole, parson, and Sir John Fortescue.

The indictments against the three accused were unrelated and they were not charged with acting together or being part of a coven. Indeed, their only connection seems to be that they had, at one time or other, all owned the same cat called "Sathan". Whether this was the cat's actual name or one the prosecution chose to use because of its obvious, and prejudicial, similarity to the name of the devil may only be surmised.

Elizabeth Francis was tried first, on a charge of bewitching an infant, the child of William Auger, who "became decrepit". Surprisingly, either through fear or mental delusion, she confessed that she had learned witchcraft when she was twelve years old from her

grandmother who was known as "Mother Eve" of Hatfield Peverel. Elizabeth said that when she had been taught, she had been counselled to renounce God and his word and to give her soul to Sathan which was delivered to her in the form of a white spotted cat which she fed bread and milk.

The Court records make very strange reading today, showing just how superstitious and gullible our ancestors were. Elizabeth claimed that she "desired first of the said cat that she might be rich and to have goods, and he promised her she should, asking her what she would have, and she said sheep for this cat spake to her as she confessed in a strange hollow voice, (but such as she understood by use) and this cat forthwith brought sheep into her pasture to the number of twenty-eight black and white, which continued with her for a time, but in the end did all wear away she knew not how".

She also induced the cat to find her a rich husband, one Andrew Byles, which the cat agreed to do but only if she consented to Andrew abusing her first (presumably meaning pre-marital intercourse). This Elizabeth agreed to, but after she had permitted him to abuse her he refused to marry her. Therefore Elizabeth willed "Sathan" to waste his goods, then not being satisfied with that, she willed the cat to touch his body which caused

Andrew to die. Fearing that she was now pregnant the cat bade her take a certain herb and drink it and "... the child was destroyed forthwith".

Elizabeth "confessed" that every time the cat did anything for her, she was required to give it a drop of her blood, which she did by pricking herself sometimes in one place and sometimes in another, and wherever she pricked herself there remained a red spot, which was still to be seen.

Desiring a second husband, the cat promised her another, a yeoman called Francis, but only if she consented to fornication. She agreed and a daughter was born within a few months of their marriage. Sadly the child did not bring the happiness to the marriage which one might expect and "they lived not so quietly as she desired, being stirred to much unquietness and moved to swearing and cursing, wherefore she willed "Sathan" to kill the child, being about the age of half a year old." This the cat did but when she still could not find peace in her marriage she induced the cat to cause her husband lameness in the leg by putting a toad in his shoe and when he touched it he was "taken with a lameness whereof he cannot be healed".

Having had the cat for fifteen or sixteen years she gave it to a poor neighbour, Agnes Waterhouse, in exchange for a cake with the promise that she would be the better for so long as she lived. She confessed to teaching Agnes how to give the cat blood, bread and milk,

and how to command it to do her bidding, but then Elizabeth would confess no more.

The trial had taken on a most salacious atmosphere with more interest being shown in her premarital sexual activities than with the charges of witchcraft against her. Perhaps she gave the Court good entertainment value because, although she was found guilty, she was only imprisoned for one year. Sadly, twelve years later in 1578, her luck ran out, and poor Elizabeth was again charged with witchcraft but this time she was found guilty and hanged.

Sixty-four year old Agnes Waterhouse was not even that lucky. She was charged with bewitching William Fynece who languished until he died in 1565. It was claimed that her powers had been intensified when Elizabeth Francis gave her "Sathan" the cat and Agnes confessed that, upon its receipt, she decided to test its powers and willed him to kill one of her own hogs which he did. As a reward she gave him a drop of her blood and whenever she wanted him to do anything for him she would say her Pater noster in Latin (a sure sign that she was an unreformed Catholic).

Most of her neighbours gave evidence against her and Agnes did little to defend herself. Perhaps she was not young or pretty enough to amuse the Court with her sex life so it concentrated upon her supposed activities as a witch instead.

The deluded woman confessed that "... falling out with widow Gooday she willed "Sathan" to drown her cow, and he did so, and she rewarded him as before (by letting the cat drink her blood). Also falling out with another of her neighbours, she killed her three geese in the same manner. Also being denied butter of another she caused her to loose the curds two or three days after". She also got the cat to kill her own husband and had lived as a widow ever since.

Questioned about the bloodsucking she denied it, but the constable gave evidence that she had bite marks on her face. On the question being repeated as to when bloodsucking occurred Agnes made the damning reply "By my good faith, my lord, not this fortnight".

Agnes's daughter Joan was a pretty 18 year old accused of bewitching a 12 year old girl Agnes Brown who "became decrepit in her right leg and arm". Joan denied having ever been taught her mother's arts or having anything to do with "Sathan" the cat, but she did implicate her mother in such activities.

Upon a second examination the following day, Agnes was asked if she were guilty or not guilty and confessed that she was guilty. She also claimed that her daughter was upset because a neighbour's child, Agnes Brown, had refused to give her some bread and cheese so Joan had called upon the cat to make the child afraid. In exchange "Sathan" demanded Joan's body and soul which she gave.

concluded page 18

25 Years' Service to Education

Sometime ago an interesting autograph book was given to Maldon Museum. It originated from Maldon Grammar School and was presented to the Headmaster S.G. Deed Esq. M.A. on completion of 25 years with the school in 1936. We copy below the title pages and a copy of one of the signed pages which naturally includes names of ex-pupils, now octogenarians.

TO
S. G. DEED Esq. M.A.

on the completion of twenty-five years' service
as Head Master of Maldon Grammar School.

'We congratulate you and wish you well.'

The Old Boys ask you to accept this book
with their good wishes. It contains the names
of Old Maldonians who contributed to the presentation
of a Silver Tankard to you in February 1937.

Further, it contains the names
of the Staff and Pupils of the School who contributed
to the presentation of a Silver Cigarette Box and
Lighter to you in December 1936.

IIA.

Joyce Wade
Ruby Cole
Daphne Juniper
Mary Davis
June Bonner
Roselyne Brown
Jeanie Robinson
Joy Playle
Betty Turner
Pauline Drake
Margaret Firman
Mary Jones
Iris Taylor
Pat Lofting

John Wade
Ruby Cole
Mary Davis
June Bonner
Roselyne Brown
Jeanie Robinson
Joy Playle
Betty Turner
Pauline Drake
Margaret Firman
Mary Jones
Iris Taylor
Pat Lofting

A J Parker
L A Parmenter
B W Broadhurst
L F Barrell
J Wakeling
K W Dowling
G P Watson
G F Lait
E J H Ball
H C N Andrews
B R Lewis
M T Benbour
P J Pike
S D Hongood
M Harrington
M Brewer

A J Parker
L A Parmenter
B W Broadhurst
L F Barrell
J Wakeling
K W Dowling
G P Watson
G F Lait
E J H Ball
H C N Andrews
B R Lewis
M T Benbour
P J Pike
S D Hongood
M Harrington
M Brewer

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 7 THE HAIRDRESSERS

White's Directory of 1848 shows 5 hairdressers in Maldon; all but one trading in the High Street. By 1882 this had dropped to two, according to Kelly's Directory and sixteen years later this had risen to three.

WILLIAM CABLE HAZLETON (1822-1899)

Born in Bower Gifford, William claimed to be Maldon's first hairdresser. He married Jane Creasey (1830-1908) in Tillingham in 1849. He is at various times also listed as a tobacconist and a photographer.

One of his daughters, Alice Mary (1864-1938) ran a library and stationer's in Maldon High Street.

GEORGE PLATFORD IFE (1849-?)

Born in Bungay in Suffolk, George had a shop in the High Street in Southwold in Suffolk before moving to Maldon where he traded in Market Hill. He was also a tobacconist.

CHARLES DIBBEN (1851-?)

Born in Clapham in Surrey. In 1881 he was trading in Hammersmith arriving in Maldon by 1891 where he traded from a shop in the High Street.

An advertisement in the Maldon & Heybridge Gazette of January 1900 proclaimed:

Dibben's New Preparation

A recent and really wonderful preparation for cleansing the head from Scurf, Dandruff and all other impurities, and for curing all Scalp Afflictions of every description

**DIBBEN'S
SCURFGOFUS**
(A Preparation for the hair)
In Pots, 1s. 6d. & 2s. 6d. each
Post Paid, 1/9 and 2/9

The Surprise, Success and
Admiration of all interested in
the Head and Hair

WILLIAM HENRY DIBBEN (1872-?)

He son of Charles (above) and Sarah Ann, William followed in his father's profession.

WILLIAM JOHN COOK (1820-?)

Born in London. His shop was in Spital Road.

EDWARD RUDKIN (1869-?)

Born in Bocking, he had premises there in 1881 and by 1891 was situated in Maldon High Street. Like many other hairdressers he was also a tobacconist.

Other Maldon hairdressers included:

*Jolly, A (Mrs)
Jolly, James
Jolly, John
Lanham, Harry
Miles, John
Pettit, Richard
Standeven, John (also a cutter)
Wright, Thomas*





ST. CEDD'S CHATLINE

By Judy Betteridge

A wet, dark Sunday afternoon in November and suddenly Winter is here again. For our Accessions team in St Cedds, this is our busy season, for not only are we accessioning and conserving any new items for the Museum, but we will also be assisting the Displays team as they plan exhibits for 2006.

Just when we thought that we were all "Bentalled" out, we have recently been given a number of wooden patterns by the son of a gentleman who worked in the pattern shop. We are hoping to identify these patterns which are beautifully made, and to this end are seeking advice from ex-Bentall employees who might be able to help. Who knows - there might be a 300th anniversary Bentall exhibition, so we've already got the beginnings of a display.

2005 has been such a milestone year for Maldon with the celebration of the Bentall company and of course, nationally, all the euphoria surrounding Nelson and his great victory at Trafalgar. After such an exciting year, it had almost slipped my notice that 2006 will be another two hundredth anniversary, that of Horatio Gates, born in Maldon in 1728. After a distinguished career in the English Army, he purchased an estate in Virginia where he lived until the outbreak of the American War of Independence in 1775, in which he fought on the American side. After the war, he retired to Virginia and finally died in New York in April 1806. I wonder if he ever thought back to his roots in Maldon?

Back at St Cedds, Julia, Betty, Liz and I are tackling the re-storage of paper ephemera, using the approved acid-free files which we have been able to purchase with our latest grant. I have to say that this task will probably take us years, as the items are so interesting that progress is very slow. I am delighted to say that we have been fortified by Julia's wedding cake which was delicious (as was the wedding, judging by the photographs!).

Do hope that you all have a very Happy Christmas and a Healthy New Year.

Talk to you then.

Judy Betteridge

Well what do you know?

What links a past MP for Maldon, the Battle of Trafalgar and a famous painting by Turner? The MP in question is Sir Eliab Harvey (1758-1830) who represented Maldon from 1780-81 and was later MP for Essex on two occasions. Don't worry if you have never heard of him because being a Member of Parliament was not his main claim to fame.

Born the second son of William Harvey, MP of Rolls Park, Chigwell, Essex, Eliab joined the Royal Navy as a Midshipman in 1771 at 13 years of age. He served under Lord Howe on the North American Station, during the war of American Independence (1775-1778) and was appointed Lieutenant in 1779. There was then a short gap in his nautical career, during which he served as Maldon's MP, before being made a Commander (1782) and Captain (1783).

Sir Eliab Harvey commanded the *Santa Margaritta* at the reduction of Martinique and Guadeloupe in 1794, and assisted in the destruction of the French frigate *La Felicite* and two corvettes. From 1798-99 he commanded the Sea Fencibles of Essex, a type of military home guard. Then as there was a break in

hostilities he became MP for Essex 1802-12. However with the recommencement of the war with France in 1803 he was appointed commander of the 98-gun *Temeraire*.

With this ship he greatly distinguished himself at the Battle of Trafalgar (21 October 1805) and the *Temeraire* became known as the ship that saved the Victory. For this service Sir Eliab received the thanks of Parliament and that of Lord Collingwood, a gold medal, a sword from the Patriotic Fund, and was promoted to Rear-Admiral. He was also one of the pall bearers at Lord Nelson's funeral.

In 1809 he was dismissed from the service for insubordination to Lord Gambier, but was restored the following year and promoted to Vice-Admiral. He was made KCB 1815, Admiral 1819, MP for Essex 1820-30, GCB 1825 and died in 1830.

He was at one time a great gambler and is reported to have lost a fortune in just one evening playing hazard.

Oh, and the painting connection? Well one of J.M.W. Turner's most famous pictures is entitled "The Fighting Temeraire" and depicts Sir Eliab Harvey's old command being towed to her last berth, the breaker's yard, by a steam paddle ship. The painting, now in the National Gallery, was Turner's favourite work which he refused to sell and always referred to as "his darling".

WHICH WAS WITCH?

continued from page 14

Upon Agnes Brown being called to give evidence, she claimed that she was visited by "a thing like a black dog with a face like an ape, a short tail, a chain and a silver whistle about his neck, and a pair of horns on his head". The court then heard evidence of the dog's coming and going, speaking to the girl and threatening her.

This last evidence and mother Waterhouse's confession that she had been a witch and used execrable sorcery for twenty-five years, sealed her fate. Being pressed by bystanders, Agnes Waterhouse now claimed that she had tried to bewitch one Wardol, a neighbour of hers, but could not because his faith was so strong.

It was no surprise when the Court found her guilty and condemned her to death. She earnestly repented and desired God's forgiveness but there was no mercy for Agnes Waterhouse on earth. As was the punishment for all witches, she was hanged two days later on 29 July.

Surprisingly her daughter Joan, was found not guilty - perhaps her youth and comeliness saved her or perhaps the Court felt it had committed enough judicial murder for one day.

The Wizard Bentall of Oz

by John Parker

As this year we celebrate the 200th Anniversary of the founding of Bentalls in Maldon, the news that a second Bentall has been discovered in Australia is especially exciting. It had been thought that only one car still existed out of around 100 they manufactured in the early 1900's. So who knows we may yet find the other 98! Penny Farthing is indebted to John Parker of Maldon Museum of Power for the following article compiled from information supplied by the current owner of this historic vehicle, Roderick Banks Smith of Victoria, Australia.

The rumour of another Bentall car somewhere in the world had been about for many months, with indications that it might be in Australia. I tried to raise some interest on the internet but failed to obtain any clue as to the location of this Bentall car. So, I was surprised and delighted to receive an email in June from Robert Banks-Smith of Melbourne, Australia. Having read an article in the April Issue of 'Classic & Sportscar' magazine about the car in the UK, Robert was moved to put us straight about it being the only remaining Bentall motorcar, and I was amazed to finally have confirmation of this second car.

Totally different to the UK car the Australian one is a Two Cylinder, Two-Seater that looks very cheeky in its bright yellow bodywork and it seems to predate the more sober UK motor by at least two years, claiming to have been built in 1905 or 1906. The car actually belongs to Robert's uncle, Roderick Banks-Smith, who lives in North Dandenong, Victoria, and with Robert and Roderick's help I soon received a set of photographs of the car. Roderick had been in touch with Bentalls many years ago to learn more about the car, but was told that all the records had been destroyed during the Second

World War; he did however receive some photographs of the restoration of the other car now owned by Mr I Edward Bentall. Roderick also communicated with Lord Montague of Beaulieu and some help was provided for the restoration of the little two-seater.

Roderick has carried out most of the restoration of the car and the mechanics are 100% Roderick with about 80% of the bodywork. The chassis is mostly riveted which is not a common feature of later Bentall's cars where bolts were normally used. This may suggest that the chassis is a 'Crypto chassis' used in the first half dozen cars manufactured by Bentall and the front axle is a 'Lamoine' which is also consistent with a very early car. Although the car has not yet been road tested it is deemed to be in full working order.

This two-seater seems to predate 'The standard two-seater' as shown in a catalogue as having a four cylinder 16-20 engine at a price of £312. 10s. The Australian car is a two-cylinder model with a rating of about 11hp. It also varies from the four cylinder model in that it has a different gear lever quadrant mechanism and the torque rods on the two cylinders are threaded into the

back axle but slide into two bored holes on either side of the gearbox where they are pinned and clamped.

The car was found in poor condition at a mansion in Brighton, Victoria. It is believed that the owners were the Pennell Family, who were involved in rope production in Footscray Road, Melbourne, but as this was 100 years ago further research is required.

Roderick came by the car indirectly after a contractor had been employed to clean the mansion and had found the car during the work; he gave the car to a friend with an automobile crash repair business. The owner of the repair company was later killed in a motor accident and Roderick consequently obtained the car from the owner's partner.

It is believed that the car was used to do a display lap of the Albert Park raceway in Victoria in 1936, (the site now used for the Melbourne Grand Prix). Another snippet of interest is that Roderick was brought up on a farm in Clayton, Victoria (now a suburb of Melbourne) and remembers that he often had to plough with a 'Goldhanger Plough' one of the very first and most famous of Bentall products.

KISS ME HARDY RUB MY CHEST SCOTT

In October of this year, 2005, we celebrated the 200th anniversary of the Battle of Trafalgar and the death of Lord Nelson. It is perhaps not generally known that the District of Maldon has at least two connections with those tumultuous events. For the first connection see "Well What Do You Know?" on page 18 of this issue of *Penny Farthing*. The second connection is that Nelson's Chaplain, who cradled the hero in his arms and rubbed his chest to ease his pain as he died, was also the Vicar of Southminster and Curate of Burnham, Alexander John Scott.

Alexander Scott was born 23 July, 1768, and baptized at St Mary's, Rotherhithe on 11 August. His father, who had been retired from the navy on half-pay, was engaged in ship building and trade with Denmark and Russia. His mother owned a small estate at Prince Rupert's Bay, Dominica and when Alexander's father went to the West Indies to sell it he fell victim to the climate and died there in 1770.

Mrs Scott, left in severe financial difficulties, was forced to depend upon her husband's brother, afterwards Rear Admiral Scott. In 1772 Alexander accompanied his uncle to the West Indies and lived there for some years, before returning to England in 1776.

On 5th August 1778 he was admitted as a scholar of Charterhouse on the nomination of the King and left as an Exhibitor of that foundation on 27th April 1786.

His time at college was not altogether a happy one. His tastes were classical and linguistic (an attribute which would stand him in good stead in later life), while the College concentrated almost entirely on mathematical studies. Furthermore he was of a convivial disposition and ran into debt. In spite of these difficulties Alexander duly graduated with a B.A. in 1791 and on 30th November, was ordained Deacon to a small curacy in Sussex then Priest exactly a year later.

However, his college debts became pressing and in February 1793 Alexander accepted a warrant as chaplain of the ship "Berwick" commanded by Sir John Collins, a friend of his father. The "Berwick" was one of the fleet that went out to the Mediterranean and Alexander, who had a competent knowledge of Spanish, French and Italian, quickly became especially useful to the captain in dealings with the Spanish and Italians.

In 1795, the "Berwick" having previously been captured while he was on leave, Alexander was

appointed chaplain of Admiral Sir Hyde Parker's flagship the "St George". His ability with languages led to him being additionally employed as Sir Hyde Parker's foreign secretary and when, a year later, the Admiral was appointed commander of the Jamaica station he took Alexander with him.

It was through Parker's influence, that Alexander was appointed to the Rectory of St John's in Jamaica, worth about £500 a year. That he was able to hold this position in addition to his naval chaplaincy makes one wonder how much attention he gave to his parish duties, considering the amount of time he spent at sea.

In 1800 he returned to England, then accompanied Parker to the Baltic, where he learned German, Danish and some Russian. After the Battle of Copenhagen, Alexander was employed as secretary and translator at the conferences. Nelson, who had known Alexander in the Mediterranean, had made a special request for his services and when Parker was recalled Nelson pressed Alexander to remain with him, but he declined "to leave the old Admiral at the very time when he stood most in need of my company."

At the end of 1801 Alexander heard that, not surprisingly, his living in St John's was about to be given to someone

else. Concerned at the possible loss of a substantial part of his income he sailed there on the "Temeraire", reaching Jamaica on 5th April 1802.

Admiral Sir John Duckworth, commander at the station, promptly appointed him chaplain on the "Leviathan" and sent him on a secret mission to Cape Fraicais to ascertain the intentions of the French who had sent 20,000 men to St Domingo after peace had been concluded. Alexander was able to report back that whatever their intentions, the French troops were so disorganised by sickness that there was nothing to fear from them.

On the return voyage to Jamaica, the "Topaz" was struck by lightning and Alexander was seriously injured, then to compound his problems he heard that his benefice had been given to another.

He was consoled somewhat by the news that the Governors of Charterhouse had presented him to the Vicarage at Southminster, Essex, which he visited on his return to England in 1804, having been instituted 3rd March 1803. It would appear that he carried out no parochial duties at this time because while in London he again met Nelson who persuaded him to join him in his Mediterranean command.

Sailing in the "Amphion" to Toulon he was transferred to the "Victory", officially as chaplain only, but Nelson appointed him as his private secretary. The arrangement was an entirely private one for

which Nelson paid him £100 a year.

He was frequently sent, as though on leave, to Leghorn, Naples, Barcelona and other places to gain intelligence or to obtain concessions on Nelson's behalf.

When the "Victory" returned to Portsmouth on 20th August, 1805, Alexander left the ship only to join Nelson at Merton and accompany him when he sailed for Trafalgar on the 15th September. During the battle on 21st October, it was Alexander who brought spiritual and a little physical comfort to the dying Nelson. Afterwards Alexander returned with the "Victory" to England and attended the coffin at Greenwich and St Paul's.

Alexander Scott then settled down at Southminster, where he proved an excellent incumbent, combining his duties as Vicar of Southminster with those of Curate of Burnham, the adjoining parish. He was admitted to the M.A. degree at Cambridge on 3rd February 1806 and created such a favourable impression of his learning that the University petitioned the King for a mandate to dispense with the interval of 12 years which at that time had to elapse between M.A. and D.D. Degrees. This was granted and he was admitted to the D.D. Degree on 21st March 1806.

He was living on a very small income, scantily supplemented by his naval half-pay, although he had hopes of a substantial preferment in the

Church. These hopes came to nothing and it was not until 1816 that Lord Liverpool recommended him for the Vicarage of Catterick in Yorkshire.

The value of even this benefice was greatly exaggerated and owing to subsequent litigation was no great prize. It was intended that he should hold this with Southminster, but to hold two livings he had to have a "Chaplain's Scarf" - to be Chaplain to one of the Royal family. After some difficulties over the validity of his previous appointment as Chaplain to the Prince Regent in 1801, he was instituted as Vicar of Catterick on 25th January 1817. From then on, although he held both benefices, he lived principally at Catterick, presumably leaving someone else to look after his parochial duties in Southminster.

Alexander Scott died in Catterick on 24 July 1840, and was buried in the churchyard of Ecclesfield, near Sheffield. He had married Francis Mary Ryder in 1807 and their daughter, Margaret was born in Southminster in June 1809.

It is curious to note that for twelve years (1793 - 1805) he had been involved in some of the greatest events of the age, as chaplain, private secretary, interpreter, intelligence officer and special emissary for Admiral Lord Nelson. Then for the next 36 years he chose to live the life of an obscure country parson.

* ——— *

A M

Extracts from the Acquisitions, Accessions of Maldon Museum Minutes

Date	Item	From
20.1.27	1 Eight coins and geological specimen	Cllr Granger
24.2.27	1 Purchase of the two Saxon and Danish coins	Hon Sec
	2 Identification received of 17 coins	Cllr Granger
	3 Copy of Charter granted for repair of St. Mary's Tower 18th July 1618	
	4 Two pins attached to a report of the court holden at the Moot Hall, Maldon, on 1st April 1706, before the Bayliffes and Aldermen, found 1853	Mrs Pollard, Holloway Road, Heybridge
	5 Fragments of pottery, hard grey Cellic found in Heybridge Cemetery and handed to the Sexton through Mr. Gower the Borough Accountant	
17.3.27	1 George III's d and a button (evidently) found at the deepening of the Hythe Quay	
	2 Secretary reported that the Charter and the Saxon and Danish coins were being suitably framed	
14.4.27	1 A XVII cent doll	Cllr Tydeman
	2 A booklet Maldon War Souvenir (Boer War)	Miss J Eve
	3 Clay pipe and coins at the Hythe Quay	
12.5.27	1 Pamphlet on Ely Cathedral showing the position of memorial to Earl Bryhtnoth the Saxon hero of the Battle of Maldon 991	
16.6.27	1 Copy of Anglo-Saxon Poetry containing a prose rendering of the "Battle of Maldon"	Secretary
	2 Case of stuffed birds (Northern Diver & Green or Pewitt Plover)	David Clements, 75 Mill Road
14.7.27	1 A leaf from a newspaper containing an account of Relief Works at Osea in the year 1904	Miss J Eve
	2 "Wings" of a Flying Fish	Mrs Tanner
	3 A George III Penny piece dug up at 74 Mill Road by Mr. H Keeble	
	4 A Plan of Ely Cathedral (vide meeting 12.5.27) showing the resting place of the bones of Earl Bryhtnoth (sic)	
22.9.27	1 Portion of Zeppelin brought down near Wigborough, Sept 1916	Alderman Turner
	2 Maldon Token "James Robient in" surrounding the arms of the Grocers Company, and on reverse "Maulden in Essex", surrounding "I.R"	
	3 It was ascertained from the Surveyor that the pieces of a thick (? Oak) post were dug up when the Telephone Cable was laid across the High Street opposite the end of Coach Lane, and are thought to be part of the remains of the Bull-baiting, or Bear baiting post which formerly stood in Market Square.	
	4 The Chairman announced that Mr Wilding would be pleased to present Edward Bright's Waistcoat to the Museum and it was resolved to have a case with glass front made for it	

Maldon District Museum Association

Registered Charity 301362

President - Mr Derek Maldon Fitch

Vice President - Mr L. F. Barrell

Committee - to A. G. M. 2006

<i>Chairman</i>	<i>Paddy Lacey</i>	
<i>Vice-Chairman</i>	<i>to be advised</i>	
<i>Hon. Secretary</i>	<i>Jenny Sjollema</i>	
<i>Hon. Treasurer</i>	<i>Betty Chittenden</i>	
<i>Membership Sec.</i>	<i>Colin Barrell</i>	
<i>Committee</i>	<i>Lynda Barrell</i>	
<i>Committee</i>	<i>Mike Bennett</i>	
<i>Committee</i>	<i>Judy Betteridge</i>	
<i>Committee</i>	<i>Ray Brewster</i>	
<i>Committee</i>	<i>Molly Middleton</i>	
<i>Committee</i>	<i>Tony Mandara</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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