Issue 46 Autumn 2006 Price 75p

THE PENNY FARTHING

The Maldon District Museum Association Newsletter

See story page 6

In this issue

CHAIRMAN'S CHAT

The weather is never right as this year we are complaining of it being too hot. This has produced new problems for the museum because our metal reinforced main entrance door has expanded in the heat making it difficult to close gently. Time taken to close it has consequently increased and on occasion has exceeded the interval of the alarm. This has then sounded causing embarrassment for the stewards with their problem being highlighted to all in the vicinity! Fortunately, as always, they have coped splendidly with these unforeseen hazards - thank you to all stewards for your contribution in keeping the museum open for our visitors whatever the weather.

It is considered vulgar to talk about money but the moment is opportune. The museum is supported by our District Council in many ways but particularly by allowing us the use of our premises rent and rate free. We do not get any support grant towards running expenses; for these we depend principally on entrance fees that we have to charge as a condition of our lease. We can apply for grants but these are paid towards specific projects rather than day-to-day costs. In the past we have been very grateful for the money raised by the bric-a-brac stall, organised by Mike Bennett at the Bank Holiday markets. Especially so as the sum achieved was not earmarked for any specific purpose and could be put towards our ever increasing utility charges. If anyone would like to take over the organisation of the stall or has other ideas for fund raising please let one of the committee know. (Telephone numbers are on the back page of this magazine).

On a different matter if anyone would like to help with applications for grants in regard to development of facilities at the museum, which can be very time consuming, but potentially rewarding we should be delighted to be contacted.

One last call for help and again in areas where Mike Bennett is sorely missed, is in the maintenance of the museum and the care of the courtyard. If anyone could help with either of these during the open season, April to October, please let me know. The courtyard would best be tackled by a team with designated work days as I have discovered that putting down weed killer at the beginning of the season is not sufficient as regards care! The more volunteers the merrier so please let me know if you can help.

Enjoy the rest of the Summer!

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.
Tel: (01621) 840056

Copy deadline for the Winter issue of *Penny Farthing* is 5 November

Your Country Needs You ?

At the height of the Cold War in the 1950's and 60's there was a very great fear of an atomic attack being launched upon the UK by the Soviet Union. Accordingly the British Government instigated a programme of defensive measures, including building secret underground bunkers (reserved for the use of the great and the good), and leaflets advising what to do in the event of an atom bomb warning (basically duck!). With typical British aplomb most people ignored the threat, and with the exception of "Ban the Bomb" supporters, carried on with their normal lives. Some even managed to extract humour from the situation, like Raymond Briggs who produced "When the Wind Blows" a cartoon spoof of the Government's safety leaflet, and the joker who sent the following to our Vice President and *Penny Farthing's* previous editor, Len Barrell.

To L.F. Barrell Esq.,

From Area 3B,
Section 21.
Essex C.O.
Defence Committee
Chelmsford, Essex.

Dear Sir,

CIVIL DEFENCE PROGRAMME

Under the direction of the Civil Authority we are entering into extensive training to organise both Civilian and Industrial Corps for the purpose of Fire Fighting in the event of the danger of Atomic raids becoming imminent.

As a citizen whose loyalty to the Government is unquestionable we believe that we may count on you as a patriot for full co-operation. We have therefore, taken the liberty of appointing you ATOMIC WARDEN FOR THE Fambridge Road, Maldon. AREA.

Training will be confined to one night per week for the next six months. Enclosed is a list of equipment necessary for each Atomic Raid Warden.

Please accept the thanks of the Committee for your kind co-operation in this enterprise, which we feel is so vital to the best interest of all.

Yours faithfully,

CHAIRMAN
CIVIL DEFENCE SUB. COMM.

LIST OF EQUIPMENT FOR AIR RAID WARDENS

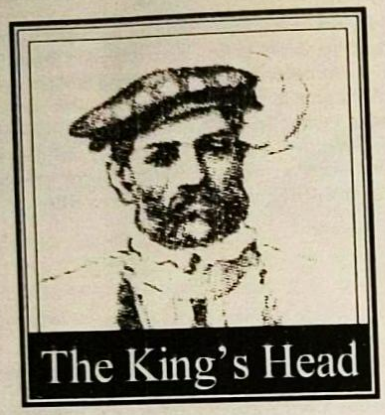
1 Respirator
2 Axe to be carried in belt
3 Stirrup pump to be carried over left shoulder
4 Extending ladder to be carried over right shoulder
5 Long household shovel to be carried under left arm
6 Rake to be carried under right arm
7 Scoop to be carried in left hand
8 Whistle from lanyard to be carried in mouth
9 Belt to be worn around waist with 10 hooks for carrying sandbags and four pails of water
10 Two wet blankets to be slung round neck
11 Flashlight to be carried round the back
12 Tin helmet with brim turned up for carrying extra water
13 Box of matches to light atomic bombs which fail to ignite
14 Extra sand to be carried in all pockets
15 Ship's anchor to be dropped in case warden wishes to stop galloping

PRICE RISE

Please note that the cost of *Penny Farthing* has been increased to 75p from this issue. The expense of production plus postage has meant that we were operating at a loss, and while we are not trying to make a profit, it is essential that the magazine does cover its costs. We hope readers will feel that *Penny Farthing* is worth the extra and continue to support the magazine in its role as an adjunct to the work of Maldon Museum in the Park.

Of course this increase will not affect members of the Museum Association who currently receive a free copy of the magazine and will continue to do so.

Based on information contained in the Rev Keith Lovell's books on the subject and we are most grateful for his kind permission to use his research.



The King's Head

The "King's Head" has stood in Maldon High Street since the reign of Henry VIII, and every century from that time has added to its original buildings. When it was first built all of the town's public houses which still remain were known by different names, such as the Saracen's Head, the Spread Eagle, Palmers, "le Starre", etc., now all of these names have vanished. Only the "King's Head" has survived into the 21st century under its original house-name, and King Henry VIII's head is still portrayed on the signboard over the porch.

The oldest part of the "King's Head" was built in the 16th century, in the style most used for Essex domestic buildings. It was a "hall-house", having one large two-storied hall, and a cross-wing at the east end for the bedroom and parlour. Like most Essex houses of the time, it was built of a sturdy timber framework filled in with wattle and daub covered with hair plaster. Much of this original building still survives as the kernel of the house. The main roof beams still show in the ceilings of the rooms, and the wooden studs and struts of the walls are exposed in the Saloon Bar. Underneath the building there are cellars, parts of which have Tudor brick vaulting.

In the late 18th and early 19th centuries the house was "modernised" with a painted brick street frontage, so that although a half timbered building still lies hidden behind it, the pub now presents to the High Street bow and sash windows and an attractively twisted classical porch. Moreover, the owner of the house at that time covered over some of the main beams in the passageway with flattened arches of wood and plaster. The old 16th century hall was divided into more fashionable rooms, and a cross-wing, which had been added in the 17th century at the west side of the house, was completely altered and lengthened.

Most of these alterations were carried out during the Napoleonic Wars (1794-1815), when many soldiers were encamped near Maldon. The officers lived in the town and not only did they enjoy the facilities of the "King's Head" they also built several elegant houses for their quarters in the town.

During the 18th century the "King's Head" was the scene of many election feasts and meetings. At that time Maldon returned two MPs to Parliament who were elected by the Freemen of Maldon (only they possessed the right to vote) but as many of these lived many miles from the town the elections were prolonged over a fifteen day period in order that they might come and cast their vote. During these long elections the rival candidates sought to buy votes by lavish hospitality and the "King's Head" was filled with election talk as the voters were dined and entertained at the candidates' expense.

THE RISE AND GROWTH OF THE FAMILY FIRM

JOHN SADD & SONS LTD

PART 4

The Company suffered a great loss when John Price Sadd died in 1939. He was succeeded as Chairman by his engineer brother Herbert Eustace Sadd, who combined the duties of the Chair with those of Joint Managing Director, the offices he continued to hold until his death in 1954. The second brother, Harry William Sadd, died in 1921 at the age of 55, leaving the home-grown timber department without a leader expert in this difficult trade.

In civic affairs, Harry Sadd had been a forceful character, being elected to the Maldon Borough Council in 1901 and becoming Mayor of Maldon in 1911, the coronation year of King George V, and on two subsequent occasions. He had also been an Alderman for many years. All three brothers were elected to the Panel of the Peace.

John Girling Sadd, son of H.E. Sadd, worked in the firm for a short time in 1915 before serving with the Royal Naval Volunteer Reserve during the First World War. On demobilisation he spent a short period in London and subsequently in Canada learning the trade, and then rejoined the Company as principal assistant to Mr. John Price Sadd, specialising in the importation and processing of imported softwoods. He was also closely connected with the builders' merchants' department and the new woodworking department. He was elected a Director in 1922, and became Chairman on the death of his father in 1954.

Harry Norman Sadd, eldest son of Harry William Sadd, first joined the firm in 1919 and became a specialist in the home-grown timber side, which later became the Hardwood Division. In 1931 he was made a Director in company with Mr. W.E. Adams and Mr. L.S. Blayde, son-in-law of John Price Sadd.

After taking his diploma at the Loughborough College of Engineering, Tadgel H. Sadd, youngest son of Harry William, joined the Company in 1937 and became the Company's Engineering Director in 1950. The remaining member of The Board, Evan J.W. Adams, son of W.E. Adams, joined the Company in 1947, and after a thorough training in all aspects of the business became assistant to Mr. Horace J. Mansfield, manager of the Woodworking Division, and was elected to the Board in 1960.

The record of Sadd's history would be incomplete if mention was not made of the valuable services to the Company of William Adams. Up to the time he joined the business in 1928 the expansionist policies of the Board had been financed out of conserved profits, and consequently the rate of expansion was severely limited. An able accountant, his first action was to float a new Company, East Anglian Properties (Maldon) Ltd., which bought from John Sadd & Sons Ltd., the whole of their property which was not required in connection with the timber and woodworking business. This provided additional working capital and the sale of the electricity undertaking to the County of London Electric Supply Company, made a further contribution of capital available for expansion.

However by 1947 it had become apparent that the Company's financial needs were beyond the ability of the Sadd family to supply, and arrangements were made to secure a Stock Exchange quotation for the Ordinary Stock of the Company. A year later a line of Preference Shares was arranged with the Century Insurance Co. Largely due to Adams' keenness in diversifying the Company's business, a beginning was made in the manufacture of veneered radio and television cabinets. Soon afterwards an opportunity came to acquire the business and property of the Maldon Ironworks Co. Ltd.

As well as being a Justice of the Peace, William Adams ultimately rose to the

Chairmanship of the Standing Joint Committee of the Essex County Police.

THE WAR YEARS

During the Second World War, Sadds secured a large contract for the supply of Army huts, followed by orders from the Admiralty and Air Ministry for Fairmile-type motor launches and motor torpedo boats (see Autumn 2005 edition of *Penny Farthing*), air-sea rescue craft, pontoons, small assault craft, motor fishing vessels, aircraft parts, flight cooking and messing boxes, and a host of other woodwork components.

The sawmill was working day and night shifts, producing timber from native grown hard and softwood logs. As in the First World War, there was a heavy influx of female labour, who were trained to carry out work which, before the war, had always been considered a skilled male craft. It was an experiment which proved so successful that the firm continued to train and employ women in its joinery shops until the firm was taken over by the Boulton and Paul Group in the 1960's.

At the end of the war, the capital of the Company was increased to £45,600 by the issue of a further 1,820 shares of £5 each. At the same time the shares were divided into 100 ordinary stock units of one shilling each to improve their marketability. The private company was made into a public company in 1947, and subsequent increases in capital were made from time to time.

The first post-war development was the establishment of a forestry division as a supplement to the Company's long association with the timber trade. As mentioned earlier the Maldon Ironworks had been acquired as a wholly owned subsidiary and the premises adapted for the production of radio and TV cabinets, and later an enlarged flush door factory was set up on the site.

At the Southend branch a small joinery factory was built following a fire which destroyed the previous works. In succeeding years, the steady expansion of the business at Maldon made it necessary to build still more factory space.

In 1960 the development of the Causeway Meadows was completed, comprising an extensive range of storage sheds and a new softwood mill, making it possible to modernise the joinery division and lay down production flow lines for the manufacture of standard windows, kitchen cabinets, door frames, and similar items.

The Company seemed well established as one of the leading timber firms in the country, serving customers all over the world, so it came as a surprise to many when the business was acquired by the Boulton and Paul Group and Sadds ceased to be associated with Maldon after two centuries in the timber trade, and many mourned the passing of another great Maldon company.

end

Did You Know?

To support the woollen industry the "Burial in Wool Act" was introduced in 1678. Everyone, except plague victims, had to be buried in a wool shroud and in a coffin lined with woollen material. No other fabric was permitted and members of the deceased's family or guardians had to swear an affidavit to the fact within eight days of burial. If this was not done a fine of £5 was imposed, half being given to the informant. Additionally the same fine could be imposed on the undertaker and clergyman officiating at the burial.
Where a family chose, for whatever reason not to obey the Act, they would often ensure that it was a member of the family who acted as informant in order to recover half the fine.

THEY ALSO SERVED

In a tour of the South Pacific, Maldon's MP Brian Harrison was pictured by the memorial on Tarawa Atoll, to the Maldon missionary the Rev Alfred Sadd, and 21 other British subjects murdered by the Japanese in World War Two. Mr Sadd, a missionary to the Gilbert and Ellice Islands, died on 15 October, 1942, after he refused to dishonour the British flag.

Maldon & Burnham Standard Aug, 1965.

BENTALL & SON
DRAPERS AND OUTFITTERS

Our front cover picture this issue of Penny Farthing *is an advertisement probably published in the late 1800's / early 1900's. The following advertising copy is from an undated guide to Maldon of the same period.*

In reviewing the leading commercial enterprises in the town of Maldon a distinguished position is held by the firm of Messrs. Bentall & Son, Drapers and Outfitters, whose business is not only the largest of its character in the town, but by far the most popular and enterprisingly conducted. It was founded many years ago, and has all along grown and prospered at a steady and substantial pace; a result justly commensurate with the ability and energy shown by its management. Messrs, Bentall occupy spacious and attractive premises at 50, 56, & 58 High Street - the drapery establishment being three stories in height, and the outfitting establishment four-storied. Both are fitted up in the best style, and afford every convenience for the prosecution of a busy and high class trade. The show windows of each establishment are always tastefully arranged with the newest and most fashionable goods. Commencing first with the drapery establishment, it may be stated that the stock held comprises every description of silks, satins, velvets, cashmeres, linens, and woollen drapery, flannels, calicoes, sheetings, millinery, jackets, mantles, furs, bonnets, feathers, flowers, laces, trimmings, umbrellas, gloves, and, in fact, all kinds of plain and fancy household and furnishing drapery. There are workrooms on the premises for millinery and mantle making, and an efficient staff of hands employed to ensure the speedy and accurate execution of all orders.

The outfitting establishment is replete with the latest and most fashionable goods, including silk and felt hats, hosiery of all kinds of superior make, ties, scarfs, cuffs, collars, etc. Messrs. Bentall purchase all their goods direct from the best wholesale and manufacturing houses in the country and they are thereby in a position to offer best advantages in respect to all customers at the same time guaranteeing uniform first class quality. They employ ample staff of courteous and experienced assistants, so that patrons can always depend upon being promptly served. In addition to the departments named it must be stated that the firm make a special feature of undertaking and funeral furnishing. They enjoy the confidence and patronage of the best circles in and for many miles around Maldon, and the partners of the firm are gentlemen greatly respected by all with whom they come into contact. At the present time the junior partner, Mr Leonard Bentall, fills the highest public office in the town, that of Mayor. Both gentlemen take an active and genuine interest in the welfare of the town and its institutions.

We hope to publish advertising copy for other leading Maldon companies of yesteryear in future issues.

WELL WHAT DO YOU KNOW?

What links an air attack on various places in Maldon, submarine pens at Heybridge Basin, and a notorious traitor who should have known better?

On 11 January, 1943, a German aircraft machine gunned Wantz Road Senior School and houses in Fambridge Road and Arcacia Drive without causing any casualties. This same aircraft then went on to demolish several cottages at Heybridge Basin, this time killing five people.

"Lord Haw Haw" (William Joyce), the traitor who broadcast Nazi propaganda from Germany, later announced that the raid had destroyed the submarine pens at Heybridge Basin! As Joyce is reputed to have once kept a boat at the Basin before the war, he must have known that the Blackwater was completely unsuitable for submarines.

Maldon's Historic Churches

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

All Saints, Maldon

All Saints Church, which is built of flint and stone, stands at the top of Maldon High Street and is of great historic and in architectural terms, unique importance - its triangular church tower is the only one in all of Western Europe. The three sides of the tower, which supports an hexagonal shingled spire, are said to represent the three elements of the Trinity. However a somewhat more worldly reason could be because the church land was so severely limited by its boundary with Silver Street, that the only way a tower could be made to fit on the site was to build it three-sided.

From the spire projects a 15th century canopy and Sanctus Bell inscribed with a dedication to Richard Fynn, vicar of All Saints about 1390.

The earliest part of the present building is some 13th century stonework within the tower. The rest of the building is later with the south aisle being 14th century and the chancels 15th century, while the nave is 18th century. It is known that there was an earlier church upon the same site because in 1189, by charter of Richard I, both the churches of All Saints and St. Peter's were conveyed by Robert Mansell to the Abbot and White Cannons of Beeleigh, which Abbey he had founded a few years earlier. However, by decree of the Lateran Council of 1215 monastic foundations that had "appropriated" benefices were ordered to provide resident perpetual vicars and to furnish sufficient funds for their maintenance. It was quickly evident that the endowments were insufficient for the upkeep of two vicarages and they were united in 1244.

Until the 17th century services were held in both churches, but after 1655, when the body of St. Peter's fell down, All Saints has served the needs of both parishes. The parishes have been part of the Dioceses of London until 1846, Rochester from 1846 to 1877, St. Albans from 1877 to 1914 and Chelmsford since then.

There are niches in the external buttresses which once held early religious statues although of whom, no record remains. At the beginning of the 20th century these empty spaces were filled by sculptures of notable persons connected with Maldon. On the outside of the church at the east end are two large niches on the outside of the wall which were constructed to form shelves within a small Priest's Vestry which was once built out from the present wall and was entered from the church by the little door still known as "The Priest's Door".

In 1330 the church was enlarged by the addition of the south aisle which is noted for its rich wall arcading, being some of the finest 14th century work in the country. There is a doorway leading to a 14th century crypt which may have been a charnel house at one time - a record of 1862 states it to have been seen full of human bones. The windows are of great beauty, and one is of particular interest - the Washington window, presented by the citizens of Malden, Massachusetts, in 1928 to commemorate the burial of George Washington's great-great-grandfather in the churchyard. Another notable memorial is to Edward Bright, the "Fat Man of Maldon" - all 44 stone of him!

In the St Katherine's chapel, above the priest's door, is the a monument erected in 1602, to the memory of Thomas Cammock who had two wives and 22 children. A list of vicars from 1244 may be seen at the west end of the church.

BACK UP AND RUNNING

Maldon Museum is proud to present its new website domain at **www.maldonmuseum.org.uk.** You can now view pictures with small explanations on the website, which will show a selection of the many treasures we have on offer and hopefully entice people to come to see more.

Details of our opening times and how to find us, including information on how to become a member of Maldon Museum Association, are included. We have also included our own email address at **enquiries@maldonmuseum.org.uk** on the 'becoming a member' page.

We now also own **www.maldonmuseum.co.uk** so that when people are searching for us on the internet they will be able to find us at either address.

If you have any comments or input, please contact Jenny Sjollema, Hon. Secretary on **jenny.sjollema@btinternet.com** or 01621 853849.

ST. CEDD's CHATLINE

By Judy Betteridge

At the close of my last Chatline, I ended with a comment about being prostrate with the heat - maybe. Well, despite boasting earlier about how our Accessions team is indomitable and never lets occurrences like inclement weather affect it, I am ashamed to admit that the extreme heat recently caused us to abandon ship at St. Cedds, but we are up and running again now and raring to go through Autumn and Winter preparing for next season's displays. (Stand by for whining about the cold next!).

Earlier on in the Summer, Liz Willshire and I had a busman's holiday and really enjoyed a behind-the-scenes tour of the Beecroft Gallery in Westcliff. The Beecroft houses the costume collection for Southend Museum, and we were green with envy at the amount of storage space which they have, together with a budget which allows the purchase of all kinds of archival quality storage boxes, all specifically designed for the items which they contain. What luxury we thought, casting an eye around our own tiny office which also has to double as a store for books, photos and paper ephemera, and our storeroom, which is so overcrowded that only one person at a time can access it. Jealous? Yes, definitely.

Whilst on the subject of costume, watch out for details of the Living Costume Roadshow, put together by Museums in Essex. The launch took place recently at Cressing Temple and the Roadshow will be visiting a number of Essex Museums during the coming months. Well worth a look-see.

2006 sees the centenary of the birth of a well-known Maldon character, Wilfred Berridge MA, a namesake of a 7th century Anglo Saxon Bishop of Ripon and later York. I would like to make a personal tribute to Wilf, as he was irreverently dubbed during his years as a much respected teacher at Maldon Grammar School. You have to give great credit to a man who managed to inspire someone like me to want to get to know English Literature, Language and even Latin. We have a lot of information on Wilf in our Museum store, including many photographs of his famous school plays.

Perhaps in the future, we will be able to have a *Penny Farthing* article all about him, including his famous translation of the original epic poem about the Battle of Maldon in 991. *(Great idea Judy, I look forward to receiving your article! Ed.).* Happy 100th Wilf - wish you were still with us to celebrate the occasion.

Must dash this off, as Tony is champing at the bit to get the latest issue of *Penny Farthing* off to press.

More news later in the year.

Judy Betteridge
Accessions Officer

"Blow into the Coffin"

EARLY PIE & TART MAKING

Pie-making in Maldon has changed very little since medieval times, although for wealthier families they would have been more elaborate (the illustration above is of a fashionable biscuit design from the 12th century). The pies would have been cooked in large medieval ovens, which were beehive-shaped with a solid oak and later a metal door.

Instead of a fireplace and flues the oven itself was filled with dried faggots of wood or with peat which produced a fierce fire. When hot enough the ashes were scraped out and the oven cleaned with a mop of rags on a pole known as a "huzzy". The weekly or twice-weekly bake was put into the oven with a long-handled flat spade called a "peel" or "peeler". The door was then closed and sealed with clay to retain the heat. The intense warmth stored in the bricks or stones was sufficient to cook all the bread, pies, tarts, pastries and cakes the household needed for the next few days, although great skill was needed to make the ovens work efficiently.

Custard actually got its name from Costard, an apple variety that is mentioned in 1296 as being sold in Oxford, and used for making apple pies in Shakespeare's day. Originally after the apple pie was cooked and the filling reduced down, the now named custard was poured into apple pies (or Costard pies) under the crust after they were cooked.

In medieval and early Tudor times suet was often used for standing pies, and lard was an alternative to butter for pastry and more delicate pies and tarts.

By 1390 pies were usually made with savoury fillings, rarely with fruit. The pastry was moulded into free-standing containers called "coffins", which were then filled with a mixture of ingredients. According to King Richard II's cooks in 1390, to prevent the lid sinking you were advised to "blow into the coffin with thine mouth a good blast of wind, and suddenly stop the hole, that the wind abide within".

By the 17th century fruit tarts of all kinds were being made. They were filled with "tartstuff" (fruit puree stewed with red wine, spices and sugar), and whole fruit, especially strawberries, cherries and gooseberries. "Taffety" tarts were filled with apples, fennel, sugar and finely cut orange or lemon peel. Orange and lemon cheesecakes which appear quite modern were in fact developed by at least the start of the 17th century and followed on from cheese or curd tarts which were early Medieval / Tudor cheesecakes. Dish tarts were popular and made in a dish with puff pastry. Suet crust puddings were in existence before the end of the 17th century.

Starlings, blackbirds, sparrows and bustards were just some of the birds that were stewed and roasted, potted and made into pies and pates in Hanoverian England. Mrs Beeton even had a recipe for parrot pie - it contained a dozen parakeets, three hard-boiled eggs, four rashers of bacon and a little underdone beef!

By the 18th century the English ate greater quantities and better than people in the rest of Europe. Our pies were famous and the cooking in our taverns and chop-houses was renowned throughout the Continent. It was said that the best beef and mutton in the world were to be had in London, and that the game was superb, even if it was so well hung as to be almost rotten.

All kinds of game, poultry and meat was used for potting for filling pies, being boned and having every scrap of gristle and skin removed first.

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"POOR BUT HAPPY"

The "Saga" Magazine for April 2005 contained an interesting article bearing this title, which prompted an "older" member to write his own memories of his younger days in the belief that it will remind other "oldies" and even interest younger members, who despite being told of, and perhaps believing tales of "the good old days", may be less enthusiastic once they are aware of the true facts....

Born and bred in a modest factory-owned terraced cottage in Maldon, one of many such homes, two and a half rooms up, two down plus scullery/kitchen, and outside toilet complete with bucket, collected and emptied, disinfected and replaced or exchanged regularly by the "night soil wagon".

The front door opened directly into the front room (nowadays the lounge), and the "middle" or "living" room (nowadays the dining room), contained the fireplace complete with oven, whilst the stairs led awkwardly off the window corner with the stairs' door opening into the room; a second door opened into the front room and a third into the scullery in which was a sink, a small fireplace, and a copper which subsequently turned out to be of iron (it was replaced and used as a plant pot, splitting with the first frost). A fourth door opened from the pantry which was under the stairs.

Heating was normally from the living room "Kitchener" blackened weekly with "Zebo" grate polish, with only an occasional fire lit in the front room on special occasions. Above the range was a shelf with the usual cloth mantlepiece which could become a fire hazard. As it once did when playing with a paper "spill", one of which was taken from the jar in which a supply of home-made spills was kept (far cheaper than matches), and my brother and I in the absence of our parents, managed to set light to the cloth. At panic stations we yelled for help which was promptly forthcoming from our neighbour and the day saved, but not before we had filled the room with smoke. I cannot recall our punishment but have no doubt it was enforced. We did not play with fire again.

There was no electricity, and lighting was from gas lamps, downstairs only, and when electricity was eventually installed I believe it was in only two rooms and not upstairs, where as I recall, we still used candles for quite a long time.

Wash-day meant an early start to heat the water in the copper until, glory be, that went out to be replaced by a gas unit. But the rinsing all had to be done in clean water, inevitably cold with a final rinse in "Reckitts Blue" water; it still had to be mangled outside until the wooden-rollered mangle was replaced by a smaller portable rubber-rollered "wringer" which lasted for many years, later rendered less necessary by drip-dry clothing and spin-driers.

No bathroom of course and the accepted procedure would today cause the health and safety people to have kittens. A zinc bath, either the long one or the smaller, oval one, probably the same as used for the laundry, was put in front of the scullery fire, or sometimes the kitchener, and part filled with kettles of hot water, or occasionally hot water from the copper.

The youngest went in first to be followed by or perhaps with the next in age; off to bed and parents would follow probably in the same water as had already been used but with more hot water added.

Then of course it all had to be emptied onto the garden, the soapy water now providing a deterrent to garden pests such as slugs and ants and whatever else we didn't know much about.

No telephones either, nor super-efficient radios; it was a miracle that our father brought home one evening; the neat wooden box, complete with a coil and tuning condenser on top (we didn't know then what they were called), was hooked up to our outside clothes line which he called the aerial, then hooked himself up with a pair of earphones and twiddled what he called a crystal, also on the box. Then it was a fight to determine who went next, but that was decided when father decreed that it should be mother.

Eventually we were fortunate to have a battery-powered wireless with its one hundred and twenty volt high-tension battery and two volt accumulator which needed regular charging or replacing at "Caters", the red shop in the High Street.

The high-tension battery seemed to cost a fortune so we had to ask permission before turning on the "wireless" which name we could never understand, and still don't, as the case was full of wires, or nowadays printed circuits.

In due course, with the arrival of electricity, all kinds of up-to-the-minute equipment could be purchased if affordable. Out went the old flat-irons, paraffin stoves and candles, as power points were added from time to time. Even a water heater was fitted above the sink and lights added to those rooms which had been without, whilst a gas cooker was fitted to replace the kitchener.

Very few motor vehicles bothered us, and it was fairly safe to take our tops and spin them on the smooth surface of the main road, or even racing our wooden hoops along the same road or the path; it was of course real status to have an iron one. Likewise bicycles; very few families boasted a decent bike and when father came home with a second-hand one we were really going places. A popular bonus was a ride on the coalman's Ford truck, even if it was for only a few yards; never mind the ticking off from mother.

Much of our food consisted of home-grown vegetables, some from our smallish back garden and much more grown on our "allotment". We were obliged to assist our father on the allotment from time to time by cutting the grass surrounding the plot, pulling out weeds, trimming the hedge at one end, or taking the "barrer" (wheelbarrow) contain- ing two buckets of water from home to the allotment. We then dutifully watered the plants whilst father discussed the latest football or cricket results with neigh- bouring gardeners. As the season ended father proudly showed off his specimen plants as though he had done all the hard work!

Do I hear "enough said"? Certainly enough to remind the "oldies"; it would be interesting to hear the observation of others. Meanwhile the writer prefers to remain anonymous.

——— * ———

Never Mind the Quality... Feel the Width

Further to the articles about war-time rationing (Autumn 2004 and 2005 editions of *Penny Farthing*), it wasn't just food which was rationed. Furniture too could only be purchased in conjunction with dockets supplied to newlywed couples setting up home for the first time, those who were pregnant or those who had lost their homes due to enemy bombing.

The following information has been extracted from the letters page of The Daily Mail (June 27, 2006). According to that paper's correspondents, those entitled to a utility furniture ration were allowed a one-off allocation of 30 units, to be used in any permutation of the following:

4ft wardrobe (12 units)
3ft wardrobe (10 units)
3ft dressing chest (8 units)
2ft 6in dressing chest (6 units)
Tall boy (8 units)
4ft 6in metal bedstead (5 units)
4ft metal bedstead (5 units)
3ft wooden bedstead (3 units)
sideboard (8 units)
chairs (1 unit each)
4ft x 3ft kitchen table (6 units)
3ft x 6in kitchen table (4 units)
Kitchen cabinet complete (8 units)
Kitchen cabinet top (3 units)
Kitchen cabinet bottom (5 units)
Fireside chair (5 units)
Armchair (6 or 8 units)
Settee (12 units)
Bedroom chair (6 units)
Woven fibre chair (6 units)
3ft divan (6 units)
2ft 6in divan (5 units)
4ft 6in metal divan (3 units)
Bed settee (10 units)
Occasional table (3 units)
Shelves (3 units), or
fender (1 unit)

The above categories of persons were also issued priority coupons to allow them to obtain:
15 yards of curtain material,
20 sq. yards of lino floor covering,
One mattress,
Two blankets,
Three sheets.

You will notice that no allowance was made for carpets or rugs. It was further stipulated that all furniture and goods had to be purchased within a radius of 15 miles of where they were to be delivered. This was in order to minimise the amount of fuel needed to transport them.

As we said in our previous articles, clothing was also rationed. Every man woman and child was given 66 clothing coupons each year, to be spent in the following manner:

Mackintosh or overcoat (16 units adult, 11 child)
Jacket or blazer (13 units adult, 8 child)
Pullover (5 units adult, 3 child)
Trousers (8 units adult, 6 child)
Shirt (5 units adult, 3 child)
Pants or vest (4 units adult, 2 child)
Pair of socks or stockings (3 units adult, 1 child)
Dress (11 units adult, 8 child)
Nightdress (6 units adult, 5 child)
Apron or pinafore (3 units adult 2 child)
Two handkerchiefs (1 unit)
Scarf or pair of gloves (2 units)
Slippers (4 units adult, 2 child)
Boots or shoes (7 units adults, 3 child)
Leggings, gaiters or spats (3 units adults, 2 child)

One can imagine what soul-searching must have taken place trying to decide on the best use of the coupons; whether to purchase a wardrobe or a kitchen cabinet with two extra chairs; or some shelves as opposed to an occasional table; or a pair of stockings against a scarf and two handkerchiefs.

Furniture was manufactured to strict "Utility" designs in order to use the minimum amount of materials and only three designs and two qualities of each item were available. All were marked with a special "Utility" logo (reproduced above) to show that they conformed to the Government's rules.

No other new furniture was available so if you did not like what was on offer you went without. Of course a flourishing trade in second-hand furniture developed but even this was limited in its availability as people tended to hold on to good quality items because they knew they were almost impossible to replace.

I can lay claim to be one up in the "Utility" stakes because when I was evacuated to my aunt and uncle's home they became my surrogate parents for the duration of the war, and in keeping with the times, became known as my "Utility" mummy and daddy. Although I must admit that I never did examine them to see if they had been stamped with the official "Utility" mark.

EXTRA "CENSORY" PERCEPTION

Anyone interested in family history is well aware of the value of the national censuses in their research. However some readers may not yet realise just what a wealth of information they contain and just how easy and cheap it is to gain access to a hundred years' of family records.

Maldon library, like most major libraries, now holds on computer the entire national census records for 1871, 1881, 1891 and 1901 and these can be viewed FREE of charge. All you need do is book a one hour appointment with a current library membership card (the service is so popular that you must usually book in advance). Then enter the name of the person you wish to research, plus any qualifying data such as date of birth, location etc. which you might already know and you will be able to see where that person was on the night of the particular census, who else was in the house, what the relationship was to the head of the household, plus the ages and employment of those present.

The first modern national census was taken in 1801 and it has been held at ten yearly intervals ever since (except during the Second World War). However the first censuses were purely a record of numbers of people, houses etc. with no personal information being collected.

The information was then transferred by the enumerator from which a schedule was prepared and the original forms destroyed. Therefore the first four censuses are of no use to family researchers.

It was not until 1841 that some personal information began to be included but even this can be confusing because the ages of all adults over 15 years were rounded down to the nearest five years (e.g. the ages 20 to 24 would all be recorded as 20 years of age) although children's ages were usually recorded accurately. People were also asked if they were born in the county (yes or no answer) but no indication of where in the county, or the place of birth if outside the county. Neither was there any indication of the relationship between members of the household.

House numbers or names were not given, only the street name. So when looking at an actual early census form, the number in the first column simply applies to its number in the schedule, not a house number. Two oblique strokes indicate the start of each household and in the case of multiple occupancy, a single stroke indicates each family unit within the household.

From 1851 the census began to include such additional information as the exact age, family relationship to the householder, or if a boarder or lodger (a boarder shared meals with the family, a lodger simply rented a room or a bed), marital state, where born by parish (invaluable if you intend to check parish records), and whether deaf or dumb / blind / an imbecile, idiot or lunatic.

Since 2001 the person's religion is also included. However over 10,000 people claimed to be "Jedi Knights", a character from the "Star Wars" films, and because there is no such religion, enumerators have been forced to create a separate category to account for them.

Although censuses have been made for the last two hundred years all files are closed for one hundred years until all entrants can safely be presumed dead - well you would not want all your family secrets coming out until after your are deceased would you? So the very latest census available is the 1901 one.

A word of caution if you do use the censuses to trace your family, remember it is estimated that they are all as much as 10 per cent inaccurate due to false information being given, information wrongly transcribed, misunderstanding of the questions and a failure to distribute or collect the census forms.

But don't let this put you off, I recently made a search for my grandparents about whom I knew very little other than their names, and within seconds was able to discover the years of their birth, the names of their brothers and sisters, my great-grandparents names (who I now know were born in 1830) and all of their ages and jobs. Plus the house numbers and streets where they lived over a period of seventy years. To get print-outs of the relevant documents cost me just 10p a copy - outstanding value.

See you in the library.

MEDIAEVAL MALDON

The following article has been reprinted from the "Maldon Advertiser" of November 1911. It was the transcript of a lecture delivered by Dr. H Reynolds Brown M.D. at a public meeting in connection with the Maldon Literary and Musical Society that same year.

Without making any pretence of original research, or of accurate scholarship, I think it is worthwhile to attempt to gain some idea of our ancient town, and of the manner of life of its inhabitants, in its early days when some of our oldest buildings were yet new, when Beeleigh Abbey was at the height of its prosperity, when White Friars lived in the Friary, and lepers heard services chanted in what is now an almost roofless barn.

Let us imagine, if you please, that to escape the atrocious roads which separated rather than joined Maldon and London in the early 13th century, we have shipped ourselves as passengers on board a trading barge, laden no doubt with building stone from the Thames for Beeleigh Abbey. Less seaworthy by far than our modern trading barge, our ship is yet of considerable size, perhaps some 50 or 60 feet in length. The leeboard - a Dutch invention - has not yet made its appearance. She is clinker built, rounded at both bow and stern and steered with an oar or paddle instead of a rudder. A single great square sail is hoisted on her single mast when the wind is fair.

When it is foul we do our best with the oars. The little deck under which we can shelter forward when the weather is bad, is a modern innovation of which our skipper is somewhat vain.

The pilot we carry may be trusted to do his best to navigate us safely up the Blackwater. For should he lose the vessel by want of skill, or to yield to the temptation of casting us ashore on the land of some lord who has the right to wrecks on his property, and who may be ready to allow a percentage to a complaisant pilot, he must replace the whole value of her cargo. Or if we have reason to believe that he has not the means to do so, we can at least have the satisfaction of beheading him; and the Laws of Oleron, the English Sea Laws of the day, will hold us guiltless. One would like to know what the pilotage fees amounted to in those days. They must, one would think, have been heavy.

As we lazily drift up the river, we look on a scene not so very different from what you may see on a summer's day on the modern Blackwater, only great forests of oak and beech clothe the slopes of the distant hills, for Essex is a forest county and affords pannage - acorns and beech nuts for 90,000 swine. Indeed, Essex then seems to have been as celebrated for its swine as at a later date for its calves. And the tide runs swifter in the lower river than it does today, for the water has vast expanses of marsh to cover which are now reclaimed by the wonderful miles of sea-wall which line our estuary.

On the other hand so much water is lost in the lower river on this account, that however swiftly it may run, the tide rises far less at Maldon Hythe than it does now that it is confined within narrower bounds.

As we pass Stansgate we can hear the Abbey bell, and see the white robed monks heading in to prayers from their gardens.

In due course we find ourselves safely moored at the Hythe Quay - for the Hythe has been a landing place for many a century - its very name, Hythe, is Saxon for harbour - and when we consider that since the day when the river took up its present bed this must have been the most convenient landing place for the town on the Hill, our Corporation Quay takes on a pleasing air of venerable antiquity.

The town to which we have come is very different from the town as we know it. In population it is, for the time, of quite respectable size. At the great stock-taking of his new possessions, made by William of Normandy two hundred years before, and fortunately preserved to us under the name of Domesday Book, we find that Maldon contained 180 houses - or perhaps some 900 inhabitants. By the 13th century it may have grown a little - but probably did not exceed 1,000.

As late as 1370, the earliest date at which we can form a reliable estimate, London contained only 35,000 people, and except York (11,000), Bristol (9,500) and Coventry (a little over 7,000). Norwich had almost 6,000 and Lincoln about 5,000 but no other town had over 5,000 inhabitants and no other English town was as large as modern Maldon. Had Maldon's growth kept pace proportionately with that of London, we would now be living in a city of 200,000 inhabitants. Let us be thankful that it has not done so.

We land, and as strangers are met by the Port-reeve who must see to it that substantial citizens are ready to give frank-pledge, or security for our good behaviour, if we intend to spend more than one night in the Borough.

The lower town consists of a little hamlet of fishermen's and seamen's hovels, clustered around St. Mary's Church, already a venerable building. For Maldon is grouped around four chief centres: The Hythe: Market Hill and Market place with the upper and middle churches, and the Mote Hall, then, as now the commercial centre of the town.; Maldon Hall, the Manor House of Great Maldon with its tenants houses; Beeleigh Abbey, or Little Maldon, with yet another group of dependants and labourers beside it. Other houses straggle along the muddy roads which join the centre.

The streets of the town - some at any rate - follow the lines that are so familiar to all of us. Church Street, North Street, the High Street, Wantz Road - then a country lane - Spital Road, London Road and Market Hill, are all roads of immemorial age.

Beeleigh Road was probably the main road from Maldon to the Abbey, while Cut throat lane, or Cut athwart lane ran, if I am not mistaken, right "athwart" from Maldon Hall to Beeleigh. But tar paving, macadam and granolithic are the inventions of the 19th and 20th centuries. Probably what road-mending was done, was with hand picked flints or gravel. What is quite certain is that mud and dirt abounded, and that every house had its dunghill in front of its door, a happy hunting ground for the pigs who were the only scavengers. Indeed the inhabitants were much attached to their dunghills, to judge from the petty quarrel that arose at the end of the 12th century between the cellarer of the Monastery of St Edmunds and the people of that town.

According to the chronicler Jocelin of Brakeland "the cellarer was used freely to take all the dunghills in the street for his own use, unless it were before the doors of those who were holding averland, for to them only was it allowable to collect dung and to keep it." I must confess that I do not know what averland may be, but I must warn you that if any of you do hold such a thing you can no longer claim the privilege of dunghills, as that has been ruthlessly swept away by a statute of a later date.

"This custom," Jocelin continues, "gradually lapsed in the time of the abbot Hugh, until Dennis and Roger of Hingham became cellarers. Being desirous of reviving the ancient custom, they took the carts of the burgesses laden with dung, and made them unload; but a multitude of the burgesses resisting, and being too strong for them, everyone in his own tenement now collects his dung in a heap, and the poor sell theirs when and to whom they choose."

I am unable to tell you whether a bridge or a ford existed at the foot of Market Hill. A ford I think. I am informed by an old inhabitant that his grandfather - whose recollections would go back to the 18th century, remembered a ford which preceded the wooden pile bridge which was replaced by the present structure.

Some of you may remember the old stone bridge across the creek at the north end of the Causeway. This bridge was undoubtedly a medieval structure and one is inclined to think of the 12th century or earlier, and rested upon beautiful pointed arches. We can only regret that a utilitarian

generation destroyed what can never be replaced instead of building a more commodious bridge alongside it as they might so easily have done.

It may be that a similar mediaeval bridge existed at Fullbridge, though the difficulties of finding foundations for its massive piers, and of making its arches wide enough to accommodate the large body of water which have flowed beneath would have been considerable.

The Causeway itself is certainly of very great antiquity and was probably of Roman origin. For before the sea walls were built the Potman marsh must have been overflowed by every spring tide and any road not raised above the level of the waters would suffer severely.

The houses in the 13th century were of somewhat simple construction. Brick-making, strange to say, was a lost art in England from the time of the Roman occupation down to the 15th century when our present Moot Hall was built. Stone is so rare a luxury in this neighbourhood, it could only be used for Churches and Monasteries. Even the Manor House, Maldon Hall, which stood where it now stands, surrounded by its double moat, was previously a wooden house with plaster walls.

The poorer classes lived in hovels with wooden frames supporting walls of dried mud. For roofing, thatch, either of straw or rushes was used where wooden shingles were too expensive. Glass windows could only be afforded by the very wealthy, and in the absence of bricks and stone, chimneys were difficult to build so a fire was made on the clay floor and the smoke made its way out of a hole in the roof.

Rushes and straw made a cheap and convenient carpet, which was renewed from time to time, not as a rule before it was necessary. Bedsteads, bedding, tables, stools and settles with hangings of skin or fabric were to be found only in the houses of the well-to-do, and every grade of furnished home existed down to the hut with nothing but the straw on the floor in which the inhabitants slept and a rough log or two as seats.

Perhaps the most striking contrast between a mediaeval town and a modern one lay in the almost complete absence of shops in the former. To-day we buy things ready-made as a rule; they are manufactured in large quantities and the tradesman is only a distributor. Then things were generally made to order and the tradesman rarely supplied even the raw material. If a wealthy man wished to have an article of silver, he purchased the silver and gave it to the silver-smith, paying him only for his work, and weighing carefully the raw silver and the finished article.

If he wished to build a mansion, or a church or a convent, he rented a quarry for the stone, hiring labourers and carts by the day to dig and carry it; he burned lime with his own wood in his own kiln, paying the lime-burners for their work - the trees were cut from his own forest and shaped by his own men. And so it was with articles of domestic use. There was no ironmonger - only a blacksmith; no furniture dealer, furniture was made by the carpenter. The tailor kept no stock of cloth, the material if not woven at home was bought off a weaver or cloth merchant and given to the tailor to make up.

I have no record of the occupations in Maldon, but according to the rolls of Parliament for 1301, Colchester, which contained about 2,000 inhabitants included 16 shoemakers, 13 tanners, 10 smiths, 8 weavers, 8 butchers, 7 bakers, 6 fullers, 6 girdlers, 5 mariners (I presume master mariners) 4 millers, 4 tailors, 3 dyers, 3 fishermen, 3 carpenters and 3 spicers or grocers, besides a cooper, white-leather seller, potter, parchment maker, furrier, cook, tiler, bowyer, barber, mustarder, wool-comber, wood-turner, linen draper, wheelwright, glover, fuel dealer, old clothes-dealer, sea coal dealer, glazier, brewer, ironmonger, vintner and loriner - this last being the maker of bits, stirrup iron and all metal parts of harness.

The large number of butchers shows that meat was far more plentiful than we are apt to imagine. Stock was certainly cheap as the price of an ox, 11/-, was exactly the average price of two quarters of wheat. And we can be sure that a meat pie contained a larger proportion of meat to crust than today, and that one of quite a respectable size could be got for a farthing.

to be continued.....

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 10
THE DRAPERS

The Kelly's Directory of 1848 lists only five drapers in Maldon. However this number increased to eight by 1882 only to return to five again in 1898.

WILLIAM ARCHER
(1844 - ?)

Born in Sawbridgeworth, Hertfordshire, William's drapery shop was in Maldon High Street. An advertisement of 1898 shows the variety of items on offer:

> **W. ARCHER**
>
> Is now showing an immense Variety of
>
> Ladies' Shirts and Blouses. Ready-made Costumes from 6/11
>
> Sailor Hats for Boating, &c, from 8 d. Established over 11 years.
>
> Gents' Shirts, Ties, Socks, Braces, &c, to suit all Classes

ALFRED SCOTT BAILEY
(1851-?)

Born in Dorchester, Alfred and his wife Emma Awbery were from Hampshire. They married in All Saints Church, Maldon in 1883. His shop was in the High Street.

JAMES ASHLEY
(1799-1853)

James was born in Penlyn, Flintshire. He married Susannah Phillips in 1829. Their youngest son, Arthur (1848-1928), was a Borough Councillor.

ANTHONY (1812-1894) and LEONARD BENTALL (1841-1911)

Anthony was born in Rayne and Leonard in Great Missenden, Bucks. Bentall & Son was one of the larger businesses in Maldon High Street, occupying various (and on occasions) multiple premises. In 1884 they extended their shop at 56/58 High Street and opened a new "juvenile clothing" department. In 1881 Leonard's younger brother Henry (1842-?) was a draper in Witham.

ALEXANDER CHARLES HANDLEY (1824-1892)

In 1841 Alexander was a draper's apprentice in Maldon High Street. In 1847 he married Angelica Wright and they had two children. By the early 1880's the family had moved to Weston-super-Mare.

WILLIAM JAMES SCOTCH HALLIDAY
(1853-?)

Born in Colchester, William had arrived in Maldon by 1891. He lived in Wantz Road with his wife Clara K.A. Richardson.

Other Maldon Drapers

Askew, George
Bentall, Josiah
Burnell, George Henry
Bond, J.G.
Butler, James
Curtis, Robert
Doig, Henry
Harvey, Edgar A.
Humphreys, Edward
Humphreys, Sarah Kemp
Kelsey, William Freer
Kelsey, William Golding
Lozell, Samuel
Nicholls, David
Nunneley, Edward Rowley
Powell, Frederick
Saunders, Elizabeth G.
Smith, Samuel
Wrake, Eliza M.

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This is the last in our series about the tradesmen of Maldon and we are indebted to D.J. & J.A. Vesey for their kind permission to use their research and the series of leaflets on the subject which they published in 2001.

THE RUSSO-BRITISH WAR of 1904

We are indebted to our Accessions Officer, Judy Betteridge for the following item.

The intriguing little "In Memorium" card above was recently donated to the Museum, and although the story behind this unusual card is not Maldon related, it is so fascinating we feel readers might care to know more.

So you have never heard of the Russo-British War of 1904? Well that is not surprising as it never happened - even though it cost the lives of three innocent fishermen, the loss of one trawler, damage to five others and almost led to a full-blown war. Yet, were it not for the loss of life, the incident had all the elements of a farce worthy of an Ealing Comedy.

Early in the last century Russia was involved in the Russo-Japanese Conflict, and although the Russians were confident of a swift victory they were surprised and humiliated to be defeated at Yalu in Southern Manchuria. This left the Russian Pacific fleet, based at Port Arthur on the coast of Manchuria, besieged by the Japanese Navy. The only Russian ships available that were in any position to relieve the Pacific fleet was the Baltic Fleet stationed at Kronstadt.

Unfortunately this fleet consisted of inexperienced sailors under the control of totally incompetent officers who were now expected to sail from the Baltic, down the North Sea, across the Bay of Biscay, round Cape Horn and into the Pacific after crossing the Indian Ocean. There were few anchorages available, limited coaling opportunities, 16,000 miles to cover and the fleet was commanded by Admiral Rozhestvensky, a man of very limited experience or skill and even fewer brains.

Since their defeat at Yalu, the Russians saw the Japanese as some sort of invincible foe and were completely convinced they would be attacked by torpedo boats the moment they entered the North Sea! This paranoia coupled with the inexperience of the Russian officers was to lead to an incident which resulted in the Russians opening fire on the Hull Gamecock Fishing Fleet.

This became known as the Russian Outrage and led to the Royal Navy putting to sea to avenge the Hull fishermen, and could so easily have led to war between Russia and Great Britain.

The Russian fleet set sail o 15th October, 1904, but du to fog it soon becam scattered and the warshi Kamchatka then suffere engine failure. At dusk si days later, on the 21st, a they approached the Dogge Bank, for some unaccount able reason the Captain o the Kamchatka reported h was under attack fron torpedo boats on all sides This naturally made the officers of the rest of the flee extremely nervous and wher the Russian ship Aurora's searchlight was seen she was immediately shelled by the rest of the fleet, suffering a number of hits!

Meanwhile the thirty steam-trawlers of the Hull Gamecock fleet, together with about a dozen steamboats belonging to Messrs. Leyman & Company were fishing peacefully. Near the trawlers were two of the hospital steamers of the Mission to Deep Sea Fishermen and three fish-carriers, all engaged in trawling with their gear down and steaming at about two-and-a-half knots. Their regulation lights were burning and other lights were showing. The fishing numbers and letters indicating the ports of registry were clearly visible as were the crews who were gutting and boxing the fish on deck. There could be no mistaking the nature of the little fleet of trawlers so busily employed.

There was nothing whatever in that region in the form of a ship of war until the Russian Baltic Fleet appeared on the horizon, shortly before midnight on Friday, 22nd October. It came in two sections, the first of which passed without doing more than directing searchlights on the trawlers. The fishermen looked with interest at the warships and laughed and joked at the unusual entertainment.

The second squadron, consisting of four battle-ships, then steamed just ahead of the trawlers, plying their searchlights when, without warning a bugle rang out and instantly guns and machine guns opened fire on the fishing vessels.

The cannonade continued for between ten and twenty minutes, and had the gunners been cool and taken aim, they would surely have sunk every trawler in the fleet. As it was the Russians were frenzied with fright and paralysed with fear of the non-existent Japanese torpedo boats and so made a poor show of their gunnery skills.

For a few startled moments the fishermen believed that the warships had suddenly opened a sham fight with blank ammunition; then cries of terror rang out as their vessels began to be hit. Orders "full speed ahead" were given to the engine rooms to escape the deadly barrage, but the trawlers were held in place by their heavy gear which could not easily be hauled up nor the steel ropes cut away. The fishing fleet was literally held prisoner while the blundering battleships kept up their murderous fire.

The officers aboard the Russian fleet must have seen the nature of the vessels they were attacking and that not a shot had been fired in retaliation, yet they lumbered on their way towards the Straits of Dover, never stopping to inquire into the havoc they had wrought.

Two men were dead (another would die from trauma six months' later), others were seriously injured, many more were suffering shock, one trawler, "The Crane", was sunk and five more severely damaged; yet on board the Russian warships not an individual had suffered so much as a scratch.

The news of the outrage threw the whole country into a state of passion. King Edward VII telegraphed the Mayor of Hull, speaking of the "unwarrantable" action of the Russians; urgent representations were made to the Russian Government and such was the general clamour for retribution that the Czar sent a message expressing regret and "complete satisfaction, as soon as the circumstances were cleared up".

In the event the Russian Government paid a total sum of £65,000 in damages, far below the estimates for the personal and property damages claimed. An International Commission of Inquiry into the "North Sea Incident" was subsequently held in Paris under the presidency of Admiral Fournier of the French Navy. This court fixed the responsibility firmly onto Admiral Rozhestvensky, describing his actions as unjustifiable, and stating that there were no Japanese torpedo boats on the Dogger Bank that night.

Chief Engineer Harry Smirk of the trawler "Gull", and William Smith, mate of the "Crane", each received the Albert Medal for their efforts in saving the lives of the wounded that night.

Two years after the incident a statue was erected in Hull in memory of the lost. It represents a fisherman and the inscription reads: "Erected by public sub-scription to the memory of George Henry Smith (skipper) and William Legget (third hand), of the steam-trawler CRANE, who lost their lives through the action of the Russian Baltic Fleet in the North Sea, October 22nd, 1904, and Walter Whelpton, skipper of the trawler MINO, who died through shock, May 1905.

This information was obtained from the website below, to whom acknowledgement is made.
http: www.articcorsair.f9.co.uk corsair lostrawlers 1904-russianoutrage.htm

BLOW INTO THE COFFIN

continued from page 10

Some raised pies were served hot with gravy strongly flavoured with sherry. The more elaborate pies were often made by lining the whole crust with a rich forcemeat then laying the whole boned fowl, goose or duckling, stuffed with veal, tongue, truffles etc. Other birds used at this time were grouse, partridge, pigeon, pheasant, larks and moorhen.

In the 19th century pies could be found being sold on the streets of most towns and cities. Henry Mayhew wrote in 1851, *"The itinerant trade in pies is one of the most ancient street callings in London. The meat pies are made of beef or mutton; the fish pies of eels; the fruit of apples, currants, gooseberries, plums, damsons, cherries, raspberries, or rhubarb according to the season - and occasionally mincemeat. At the public houses a few pies are sold, and the pieman makes a practice of 'looking-in' at all the taverns on his way. 'Here's all 'ot' the pieman calls as he walks in: 'Toss or buy! Up and win 'em!' this is the only way the pies can be got rid of: 'if it wasn't for tossing we shouldn't sell one'. To 'toss the pieman is a favourite pastime with costermongers'* (men who sell vegetables from barrows in the street. Derived originally from a name given to the Irish street traders who hawked apples in London markets) *boys and all that class. If the pieman wins the toss, he receives 1d without giving the pie; if he loses he hands it over for nothing. Gentlemen out on the spree at the late night public houses will frequently toss when they don't want the pies, and when they win they will amuse themselves by throwing the pies at each other".*

"Buckingham Palace Mutton Pies" were said to be served to Queen Victoria and still made the same way for our present Queen. Though mutton is recommended it is also made from beef, chicken or even rabbit.

Mince pies were once made in elaborately shaped tins. Cookery books from Queen Anne's day have careful drawings showing the correct design. Right into the 19th century mincemeat often contained a quantity of minced cooked beef or ox tongue as well as the fruit and spices.

In Yorkshire and Lancashire cheese is habitually served and eaten with apple pie or tart - in the words of the old saying - 'An apple pie without some cheese is like a kiss without a squeeze'.

Prior to the end of the 19th century when kitchen ranges became more general, pies were sometimes taken to the local baker, who for a small fee would put them to cook in the warm bread oven after the day's bread was taken out. Huge pies used to be baked for harvest suppers and other festive occasions.

In Yorkshire there is still tradition of making real enormous pies to celebrat some special event. A ver large pie was baked in th village of Denby Dale in 178 to commemorate the recover of King George III's sanity, an in 1964 the villagers made 6½ ton pie in a vast siliconize aluminium non-stick pie-dis which measured 18ft by 6ft an 20 inches deep. It contained bullocks and a ton of potatoe and was sold in slices fo charity.

Nowadays margarine is widel used in making pastry and wa actually first patented i America in 1873. There wa huge uproar from the dair industry who thought peopl might confuse it with butte and so margarine was heavil taxed. To avoid this taxatio and any confusion with butte in some American states th margarine was coloured pink.

Some old fashioned tips i making fruit pies are to add a little beer to your gooseberry pie and adding a sprinkle o elder flowers will help bring out the flavour of th gooseberries. Rhubarb pie i also very good when cooked with beer.

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The above article has been reproduced from a leaflet researched and written by Paul Nicholls, the Catering Manager for Fountains Abbey and Studely Royal Estate, and produced by the National Trust to whom all due acknowledgements are made.

Extracts from the Acquisitions, Accessions of Maldon Museum Minutes 1928

Date	Item		From
14.9.28	1	Part I Vol 1 1855 Proceedings of the Essex Archl. Society	Dr May estate
		Scrap book, newspaper cuttings of local events from 1861 with separate cuttings not stuck in the book	" "
		A snail shell from the Jura	" "
14.3.29	1	1 token Duke of Wellington	Cllr Granger
	2	1 William and Mary halfpenny	" "
	3	1 long flint	" "
	4	1 Clay pipe	" "
	5	5 Sea urchins, fossilised, found in shoal off the Promenade	Mr Swales
	6	Fossilised teeth and bones of horses, together with flint arrow heads and flint chips from Solutre (S of France)	Chairman Mr Rush
	7	A deed dt 23.8.1675	
11.4.29	1	Two photographs of the racing yacht Julliana (new design) designed by Mr E.H. Bentall	H Crabb Esq
	2	2 steel engravings Fullbridge and Beeleigh Abbey	Executor of the late Ald Barnitt
	3	1 book of six views of Maldon dt. c. 1850	" "
	4	1 Truncheon probably carried for defence against robbers or tramps	" "
	5	A newspaper picture of the hole in the ground made by a bomb dropped in the grounds of the P.L. Institution by a Zeppelin April 16 1915	Ald Furlong
10.10.29	1	A copy of a paper on "Museums and Education" by Sir Hy. Miers was received	
	2	2 cases of Beetles and Moths and 1 package of small named geological specimens	Mrs Haines, Spital Rd
	3	1 case stuffed Water-bird	Mrs Smee, Wantz Rd
	4	1 glass show case	Mr A Gill, Wembley
	5	Several fossilised Mammoth bones discovered at East Mersea	Miss Freeman
	6	1 double-barrelled muzzle-loading pistol	L Belsham
9.10.30	1	Carved oak post removed from No 69 High Street during alterations	Loaned by F Wilding
11.12.30	1	Card "vote for Dick & Waddington" Maldon Parliamentary Election abt. 1845	L Belsham
	2	"Analysis of the Votes" Maldon Parliamentary Election circa 1845	" "
	3	"Previous Polls at Maldon"	" "
16.4.31	1	Neolithic Flint Pick found on the Mill Road & Mundon Road Allotment Field - stated by the British Museum Authorities to be about 4000 years old	A Brewer
	2	A number of postcard views of Rome and a Guide Book on "The Roman Forum"	Chairman Alderman Furlong

Maldon District Museum Association

Registered Charity 301362

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

Committee - to A. G. M. 2007

Chairman	*Paddy Lacey*
Vice-Chairman	*to be advised*
Hon. Secretary	*Jenny Sjollema*
Hon. Treasurer	*Betty Chittenden*
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Committee	*Judy Betteridge*
Committee	*Ray Brewster*
Committee	*Molly Middleton*
Committee	*Tony Mandara*

Curatorial Adviser ..... *Nick Wickenden Esq*

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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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