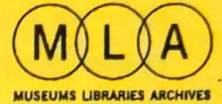


THE PENNY

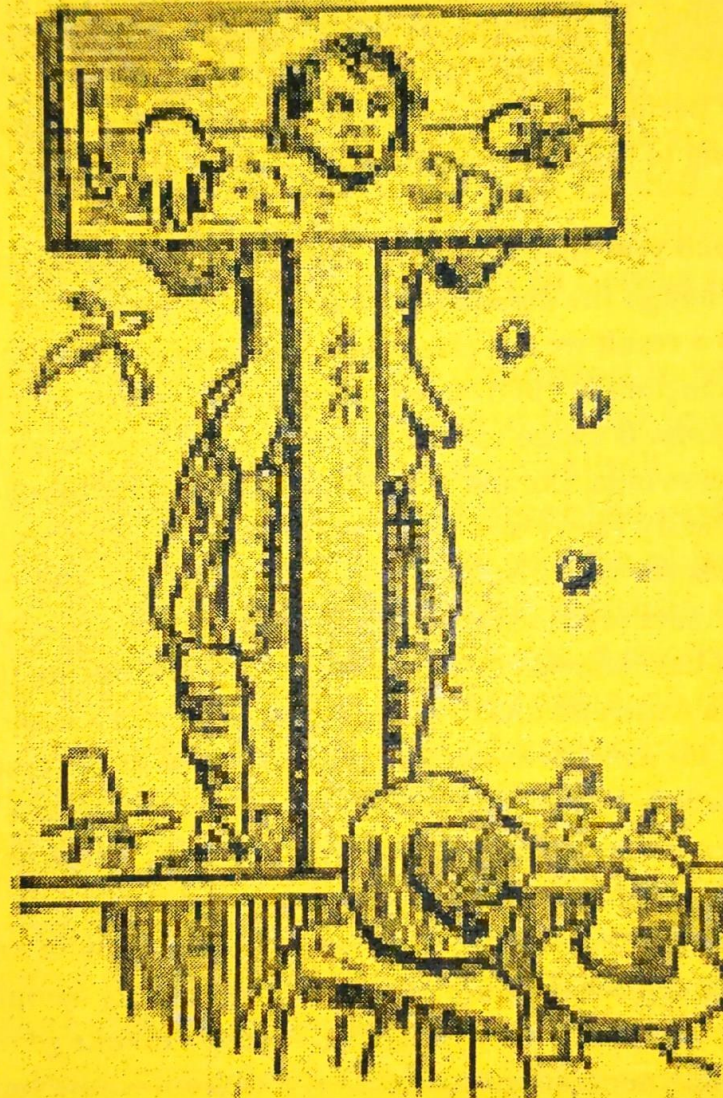


FARTHING

ACCREDITED



The Maldon District Museum Association Newsletter



In the pillory - page 11

In this issue

Chairman's Chat	2	Essex dialect	14
A generous donation	3	St Leonard's, Southminster	15
The Tollesbury 'pirates'	4,5,6	Christmas at The Duck	16,17
Memories of the 'Gobbler'	7	The 'Gobbler' - continued	18
Ferry 'cross the Crouch	8,9	Christmas customs	19
Old Langford	10	Times Past 1811	20
Did you know?	10	St Cedd's Chatline	21
In the pillory	11	A little bit of Maldon history	22
A doctor's war	12,13	Old advert	23



CHAIRMAN'S CHAT

Welcome to the winter edition of the Penny Farthing. I am sure, like me, that you cannot believe we are only a few weeks away from Christmas.

It has been quite an eventful year for the museum, starting with the shock announcement that we may have to pay rent from the end of next year and the subsequent outfall from that, and the fact that we were to be given only a three-year lease which, as you know, is prohibitive for grant funding. Fortunately, at our last liaison meeting with Maldon District Council it was suggested that when our lease is up for renewal at the end of next year, we should press for a longer period. This we intend to do. It has also been suggested that, as many of the artefacts belong to MDC, we should not be asked to pay rent for this service! We shall see.

We have had a good year publicity-wise, and our last weekend, which was free entry, proved very popular. Although the donations did not match the number of visitors, it attracted a large number. As a result we are planning a free open day for the beginning of next season. Visitors for 2011, including children and museum members, numbered 2,646.

Now that the museum is closed for the winter, the work starts on preparing for next year. Judy and Rick Betteridge, Liz and Eric Willsher and Mags Simmonds have dismantled displays ready for Paddy Lacey and the Chippendales to start working on decorating and building the stands for new displays. Hopefully MDC will also be undertaking some improvements. The toilet area is due for a makeover and we are having a new sink fitted. Sadly, we will not have the willing hands of Liz and Eric during the winter months as they are off on a trip to Australia until January - we wish them a happy trip. However, the rest of us will be hard at it - paint brushes, dusters and Brasso at the ready!

Two of our stewards have had to stand down recently and thanks to them for all their commitment. However, we have two new, very enthusiastic, stewards, who are willing to help during the winter, which will be most welcome.

As always, I must thank all the stewards for their dedication in keeping the museum open and making it such a pleasant place to visit. We have many compliments to the stewards in our visitor's book and that is very satisfying. Also my thanks go to the members of the committee and to all our non-committee members, without whose support the museum simply would not function. Thank you to you all.

As it will be even nearer Christmas when you receive this, may I wish you all a very happy Christmas and peaceful New Year.

Christine Steel

Penny Farthing is dependent upon your contribution.
All articles, items, photos, comments and letters are welcome:
Please send to: Christine Steel, 32 Tennyson Road, Maldon, CM9 6BE
Tel: 01621 853699 or e-mail: cdsteel@tiscali.co.uk

Last date for copy for spring issue 5 February 2012

A very generous donation will help Museum's plans for 2012

Profits from the excellent book about the Maldon to Witham railway line meticulously researched and written by Museum steward Len Wilkinson have been donated to the Museum.

"It will mean that we can fund a new audio-visual display for next season and make the museum more accessible for visitors," said chairman Christine Steel as she received a £2,000 cheque from Len, who said: "I always had the museum in mind in terms of where the profits were going to go, and I'm proud to be able to do that."

Christine added: "To say that we are delighted is not really adequate, but what a wonderful surprise and boost to the Museum. We are extremely grateful for Len's generosity."

An audio-visual display will mean that disabled visitors and even those just a little unsteady on their legs will be able to enjoy what the Museum has to offer without climbing a single stair.

Len's book *'The Maldon to Witham Railway, a pictorial history'*, is the result of 20 years collecting photographs of the line - 20 years in which Len spent a great deal of his spare time building a superbly detailed 18 feet-long model of the long-closed Wickham Bishops station and wooden trestle bridge.

Now closed until April, the Museum will have a new exhibition in 2012 of photographs of Maldon and Maldonians. Also:

The cycling display will remain for another year, as it has stimulated a great deal of interest

The popular Ironworks display will be replaced with a maritime feature

The carnival display in Room 9 will remain

The school display in Room 6 will be tweaked to recognise the centenary of Maldon Primary School at its present site in the town

An additional panel will be added to the Queen's visit display to record her Diamond Jubilee

It is hoped to be possible to arrange a 'Cabbies Day' display to illustrate the history of the annual visit by disadvantaged youngsters from London who are brought to the town for a fun day out by London cabbies

'Tollesbury pirates' put Burnham oyster fishermen to flight...

Tollesbury is, quite appropriately, known as the Village of Plough and Sail; in fact, there used to be a pub called the Plough and Sail which, according to *'White's Directory of Essex 1848'*, was run by Eliza Frost, who is listed as "victualler."

Other occupations listed in 1848 include decoyman and straw hat maker, but the principal occupation was working the oyster beds, raising oysters from spat to a size where they could be dredged and shipped on to Kent and other places to be fattened in oyster layings for the table; at that time around 50 boats, up to 30 tons, were employed in this fishery. In 1876, 260 men from Tollesbury were working at dredging oysters, in 70 smacks.

They were fiercely protective of the grounds they worked, which in 1893 led to a violent clash between Tollesbury smacks and some from Burnham, which the Tollesbury men said were stealing from them. In the fighting that followed, two Burnham smacks had their holds emptied and a loaded gun was said to have been produced by one of the Burnham fishermen.

Witham magistrates heard a case against 12 'Tollesbury pirates' in April 1894 which ended with five committed for trial, only for the judge later to throw out the case with a rebuff for the magistrates for allowing it to get so far, instead of using common sense justice.

Around the 1870s, Tollesbury fishermen started to discover a new way of earning a living for part of the year, and one that was generally more lucrative than fishing - crewing yachts in the summer for wealthy owners. By the end of the century there were around two dozen yachts laid up at Tollesbury each winter, and local men were much in demand as crew both on cruising and racing yachts.

Possibly the most famous of the Tollesbury men was Captain Edward Heard who, after success in a number of vessels, was given command in 1929 of Sir Thomas Lipton's 'J' Class America's Cup challenger 'Shamrock V', whose crew of 19 included a number of Tollesbury men. 'Shamrock V' lost all seven races in the series to Harold Vanderbilt's 'Enterprise', but Vanderbilt was moved to refer to Edward Heard and his crew as: *"Quite the finest it has ever been our good fortune to race against."*

The Second World War put an end to the great days of yachting, and many of the Tollesbury men went off to war; there was a revival in 1945, but those heady days of the 20s and 30s were long gone.

Tollesbury's maritime traditions are recorded in a beautiful stained glass

window in the village's St Mary's Church donated in the 1960s by Tollesbury-born New York banker Frederick E. Hasler as a memorial to the village men who, over the years, had earned their living from the sea. One section of the window is devoted to yachts crewed by Tollesbury men in the America's Cup, and the other to the sailing barges, trading vessels and oyster smacks that were Tollesbury's lifeblood.

Close to the village are Old Hall Marshes, more than 1,100 acres of grazing marsh forming a peninsula between Tollesbury Fleet and Salcott Channel, which were bought by the RSPB in 1984 and are now run as a working farm and nature reserve.

The reserve, with its reedbeds, saltmarsh and grassland, is an internationally important overwintering ground for waders and wildfowl including thousands of dark-bellied brent geese, with more than 60 bird species, including avocet, breeding there, and over 200 species relying on it as feeding grounds. Spoonbills, still rare in Britain, have also been spotted. Cattle and sheep graze the land to keep grass down to levels most beneficial to birds, and the marshes are also home to rare plants and insects and to brown hares and water voles.

Someone who knew this area very well was Victor Octave Xavier Alfred de Morton, Count de La Chapelle, an eminent lawyer and a true gentleman wildfowler, who had a home in Tollesbury where he spent much of his time for 35 years in the late 19th and early 20th centuries.

The Count, who died in 1931, was a Gascon aristocrat who was both an accomplished swordsman and expert shot. He founded and headed an important international law firm and, according to his friend and shooting companion James Wentworth Day, was largely responsible for bringing Romania into the First World War on the side of the Allies.

Wentworth Day recalls in his *'Book of Essex'* that the Count refused to shoot any bird on saltings he regarded as the natural shooting ground of local men who earned their living in winter from wildfowling. In return, they had the utmost respect for him, as Wentworth Day relates:

"He received, in his last journey on earth, a spontaneous tribute from the fishermen and wildfowling of that remote Essex coastal village which must, I think, have lightened his footsteps to the other Hunting Ground. Every house in the village had its blinds down, every shop was shuttered, no fishing smack set sail, as six sturdy sea captains and fishermen gunners, blue-jerseyed and thigh-booted, carried the coffin to a grave lined with sea lavender from the saltings he had loved.

"And there, today, lies the last of the gentlemen gunners of the Blackwater estuary, his feet to the North Sea, the salt wind blowing above him, the cry of the curlew and the white wings of gulls above him."

Continued overleaf

'Tollesbury pirates' - from previous page

The marshland area close to Old Hall Marshes is where the Rev Sabine Baring-Gould, rector of East Mersea, father of 14 and author of *'Onward Christian Soldiers'* chose as the setting for *'Mehalah'*, his epic novel published in 1880 of smuggling and intrigue. His heroine, Mehalah, who was forced into a loveless marriage with ruthless landowner Elijah Rebow, lived on The Ray, a long spit of land dividing the Strood Channel from Thornfleet Creek.

His description of this part of marshland is as relevant today as it was then because nature changes only very slowly. And it is relevant to a much wider area than simply where the fictional Mehalah lived: *"A more desolate region can scarcely be conceived, and yet it is not without beauty. In summer, the thrift mantles the marshes with shot satin, passing through all gradations of tint from maiden's blush to lily white. Thereafter a purple glow steals over the waste, as the sea lavender bursts into flowers, and simultaneously every creek and pool is royally fringed with sea aster.*

"A little later the glasswort, that shot up green and transparent as emerald glass in the early spring, turns to every tinge of carmine.

"When all vegetation ceases to live, and goes to sleep, the marshes are alive and wakeful with countless wild fowl....in winter they teem with wild duck and grey geese. The stately heron loves to wade in the pools, occasionally the whooper swan sounds his loud trumpet....the plaintive pipe of the curlew is familiar to those who frequent these marshes, and the barking of the brent geese as they return from their breeding places is heard in November."

The very nature of the area made it a favourite with smugglers, as Baring-Gould tells us: *"The mouth of the Blackwater was a great centre of the smuggling trade: the number and intricacies of the channels made it a safe harbour for those who lived on contraband traffic.*

"It was easy for those who knew the creeks to elude the revenue boats and every farm and tavern was ready to give cellarage to run goods and harbour to smugglers...between Mersea and the Blackwater were several flat holms or islands....and between these, the winding waterways formed a labyrinth which made pursuit difficult."

Smuggling, he says *"was carried on with an audacity and openness unparalleled elsewhere. Although there was a coastguard station at the mouth of the estuary on Mersea Hard, yet goods were run even in open day, under the very eyes of the revenue men.*

"Each public house on the island and on the mainland near a creek, obtained its entire supply of wine and spirits from contraband vessels"

When the 'Gobbler' worked the Maldon to Witham rail line

CHARLES MIDDLETON concludes his occasional series of articles on the steam locomotives that worked the Maldon to Witham branch line

And so we come to the last of the three steam engines that served the Maldon line, the "Gobbler". They were believed to be so called because the early versions of this engine, built in the late 1880s, were rather greedy coal burners. Although corrected in later designs the name appears to have stuck. They were a small tank engine classified as 2-4-2 which, for the non buffs, means a pair of wheels at the front and back with 4 coupled driving wheels in the centre. They were classified by the LNER as F4s, F5s and F6s.

The need for these engines was the developing suburban local passenger services. Built without a tender, they had the ability to work in both directions without the use of turntables. They also needed less storage as a vast number of engines outside of rush hours took up a great deal of space. They were the mainstay of branch and local passenger services throughout East Anglia and especially the Maldon branch.

As the region was very flat and with less stable under-soils, they were lighter and less powerful than tank engines

on many other regions. The size of their wheels allowed for a sharp getaway from stations and a reasonable speed between stations.

Because they were built for pulling lighter passenger coaches they did not fare very well on goods trains but could manage a few trucks on local branch lines.

Here are a couple of anecdotes from my time at Stratford.

There were two trains that left Liverpool Street at, I believe, 6.02 pm and travelled fast to Ilford. The passenger always regarded it as a race and the crew would get smiles if they got to Ilford first and black looks if they didn't.

They were fine working as far as Gidea Park but struggled if they had to tackle the Brentwood bank.

I have worked them as a driver on the short Woolwich line with four coaches and as a fireman on the Fairlop loop prior to it becoming part of the Central Line. The interesting thing about Fairlop was that in either direction the down line became the up line, or in simple terms you were going to London rather than from it. My last memory of them is being one of the few Stratford men who covered for the push and pull that ran from Epping to Ongar. This was a

Continued Page 18

Ferry saved 14-mile journey

In common with so many waterside communities, Stow Maries had a medieval salt-working complex, at what is now Morris Farm. Like lords of the manor the de Marisco or de Mareys family, Stow

Maries took its name from the marsh (Adam Marisco, a 13th century Franciscan scholar, was also known as Adam Marsh).

The end of Stow Creek, 11 miles from the mouth of the Crouch, is very close to the Crouch Valley Railway Line, 16.5 miles long, which connects Southminster, Burnham, Althorne, North Fambridge, South Woodham Ferrers and Battlesbridge with the main London Liverpool Street-Southend line at Wickford.

The entire length of the line was opened to goods traffic on June 1, 1889, and to passengers a month later, after taking two years to build from materials shipped in by Thames sailing barge to a quay at Stokes Hall, Althorne.

When the railway opened, a first class ticket from Burnham to London cost 8s 8d (44p) and a second class 4s 4d.

Along the Crouch Valley Line at North Fambridge, the 500-year-old Ferry Boat Inn stands close to the river, and obviously got its name from the ferry which ran back and forth across the Crouch between North and South Fambridge for hundreds of years until the 1950s or 60s. It saved a road journey of around 14 miles and, from 1889, provided a link with the newly-built railway station at North Fambridge.



The 500-year-old Ferry Boat Inn at North Fambridge

There was a ferry recorded there in the 14th century, and that point in the river was almost certainly a crossing point for a very long time before that.

A little to the east of North Fambridge village is 601-acre Blue House Farm, which was bought by Essex Wildlife Trust as a reserve in 1998 and is today partly arable but mostly grazing pasture.

It is a Site of Special Scientific Interest (SSSI) as part of the River Crouch Marshes, notified for its wetland bird species and rare water beetles. It is notable as an important winter feeding ground for huge flocks of dark-bellied brent geese, and attracts large numbers of wild-fowl and wading birds.

The Essex coast actually supports up to a fifth of the global population of dark-bellied brent geese, with up to 6,000 birds wintering on the Crouch and neighbouring Roach estuaries - a third of that number at Blue House Farm alone.

Many thousands more arrive around September on the Dengie marshes and along the wide Blackwater estuary.

These hardy geese travel around 2,500 miles every year from Siberia's Arctic tundra to enjoy the milder climate and abundant supplies of eel grass and other food on the Essex marshes and mudflats. These relatively small birds, little bigger than a mallard and usually weighing no more than 1.5kg, also have a liking for crops such as wheat, barley and oilseed rape but, because they are protected by the Wildlife and Countryside Act 1981, they can only be shot to protect crops on issue of a licence from the Department for Environment, Food and Rural Affairs (DEFRA).

After their gorging on the culinary delights of the Essex marshes and coastal habitats, the brent geese head back to Siberia - in the familiar 'V' formation that helps conserve energy - when the days start to get longer and temperatures begin to rise, taking many weeks to get back to their summer feeding grounds in the Arctic tundra.

The name brent, incidentally, comes from the Norse word for 'burnt' and refers to their black head and neck.

Although the Crouch does not have such wide expanses of saltmarsh as the Blackwater, because of drainage and reclamation work in the 18th and 19th centuries, it is still a haven for water birds.

Latchingdon, the next parish along the river from North Fambridge, is the only one in the Dengie Hundred - 'Danes Land' - that has both the Crouch and Blackwater as its boundaries.

Kelvin Brown



St Giles' Church at Langford is unique in having the only surviving western apse in England. According to Nikolaus Pevsner in *The Buildings of England*, it also had an eastern apse which did not survive the Middle Ages

Did you know?

The ruins of 12th century St Giles' Leper Hospital in Spital Road, Maldon, were for many years incorporated into the structure of barns belonging to Spital Farm, which were demolished in 1913. The ruins were presented to the Maldon Corporation in 1925 by Mr Thomas of Beeleigh Abbey.

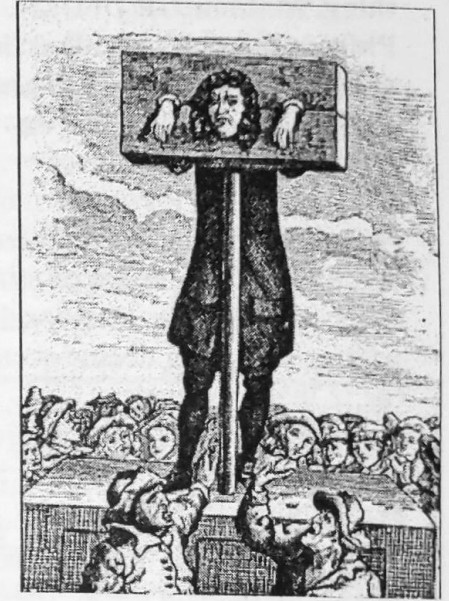
At the end of the 19th century, Wantz Road, Maldon, contained a baker, a bootmaker, two beer retailers, a builder, a coal merchant, a fruiterer two grocers (one running a post office), a pork butcher, a plumber and glazier, a music seller, five shopkeepers, a steam mill, a tailor, the registrar of births, deaths and marriages, a Methodist church, the Wantz Brewery and four pubs - the Volunteer, Star, Three Cups and Borough Arms - according to *Maldon and Heybridge in Old Picture Postcards*

Older houses often have one or more bricked-up windows - a result of the House and Windows Duties Act of 1766 which imposed an annual tax of 3s 0d (15p) on every house in England, with an extra tax imposed on windows. Houses with seven windows had to pay a tax of 2d per window; those with eight windows had to pay 6d per window, nine windows meant 8d a window, ten windows 10d, eleven windows were taxed at a shilling each and 25 windows 2s 0d a window

A spell in the pillory meant a good pelting - and maybe loss of an ear

Daniel Defoe, the author of *Robinson Crusoe* - who mistakenly wrote in 1724 that Maldon and not Colchester was the Roman town Camolodunum - was one of many religious dissenters who spent time in the pillory.

He spent three days in 1703 with head and wrists locked in the wooden frame after a trial at the Old Bailey for seditious libel and a spell in notorious Newgate gaol. But far from looking at it as a punishment, Defoe looked on it as an opportunity to sell a satirical pamphlet he had written called *Hymn to the Pillory*, which was so popular that he was surrounded by cheering crowds who pelted him with flowers, rather than the rotten fruit and vegetables usually reserved for people being pilloried. The pillory was introduced by the Anglo-Saxons to punish begging with someone else's child, slander or using loaded dice. The Normans used it to punish shopkeepers who cheated customers, such as by selling bad meat or giving short weight of vegetables. Spectators were allowed to throw anything that came to hand, and some lost one or both ears as extra



punishment, or even had an ear nailed to the wooden structure for the duration of their time locked in to it. The nail was usually pulled out with pincers, but some were ordered to free their own ear, without help. A statute of 1623 was particularly hard on anyone who went bankrupt, by sentencing them to be nailed by one ear to the pillory for two hours and then have the ear cut off. The pillory was abolished as a general punishment in 1817, but remained the punishment for riot and perjury until 1837.

A doctor's war in Maldon - memories of bombs & doodlebugs

In the last issue of Penny Farthing, Maldon GP Dr J.R. Philip's memoirs recalled life around the town in 1939 and 1940. We continue with extracts from 1941-43.

During 1941, Maldon suffered bombing and a number of casualties, with half the total local wartime bombing deaths occurring in that one year.

A couple and their two children were killed when their home in Washington Road was destroyed, and eight people died when a stick of bombs was dropped on some houses near Heybridge Basin post office by an aircraft that had machine-gunned the Grammar School.

"Apart from bombs, we were to be troubled by doodlebugs...a hateful if interesting device, which we got to know only too well as time went on.

"A patient of mine was shaving at his home one evening when he saw the not-too-distant approach of a doodlebug. It came close enough, without however hitting the house, for the heat from its burning tail to burn the

hair off one side of his head and scorch his face.

"The near-explosion blew him out of the bathroom. He received no further injury, but he looked rather an odd sight the next morning when he reported to the surgery."

By 1941, food was an important topic of conversation. "We had some venison from a local butcher. This helped the meat ration and it tasted very good. We never enquired how it arrived at Maldon, but several consignments did

"Local grocers had been asked to store extra food against invasion and the egg ration went down to one per person per fortnight."

As 1942 drew to a close, (incidentally the year of a parliamentary by-election won by Independent Tom Driberg with a 6,000 majority), it was noticeable that there was an increasing number of air raid alerts.

In 1943 Dr Philip and his family played host to some US airmen salvaging an aircraft that had made a forced landing, and

were rewarded with difficult-to-get luxuries including 10lbs of coffee, cream, butter, lots of sweets and cigarettes. "From the ration point of view we could have done with them for the duration."

In September there was a sight that no-one would forget - hundreds of British and Amer-

ican bombers towing gliders full of troops who would be dropped at Arnhem and Nijmegen. Those bombers that survived the ill-fated mission were seen flying back in the afternoon, with glider cables trailing behind. "The operation unfortunately failed in its objective."

"The ARP area for Maldon lay between the river Crouch and Blackwater," wrote Dr Philip. "We thought, rightly or wrongly, that this was part of our trouble, because the rivers could be used at least in part as a guide to London. Again, the position of the area, close as it was to the Low Countries, West Germany and in part northern France, when overrun by the German land forces in 1940, made the area very vulnerable to air attack. I think we were lucky to get off so lightly."

A summary by the Civil Defence Authority gave recorded figures for air activity for the eastern area, comprising Maldon Borough, Burnham Urban District and Maldon Rural District as:

ALERTS	1,714	INCIDENTS	777
BOMBS	High Explosive 1,628, Mines 83, Incendiary 24,844, Parachute Bombs 3, Phosphorus Incendiary 39, Oil Incendiary 43		

There were also 137 **OTHER MISSILES**, comprising:
V1 Flying Bombs (Doodlebugs) 83
V2 Rockets 54

TOTAL MISSILES	26,778
CASUALTIES	Killed 25 Injured 191

Old Essex dialect - reprinted from *'The Maldonian'* July 1928

"For those readers who are interested in the quaint words, renderings and peculiar intonation which are still prevalent in many old Essex villages:

Barm - To smear with some sticky substance. "You've barmed your pin-afore all over treacle"

Bush - A thorn. "He's got a bush in his finger"

Crake - To boast. "He ain't got nothun to crake on"

Dag - Dew

Do, Don't - Both used in the sense of else. "Leave he alone, don't I'll give ye a slop o' the head." "Don't touch that dog, do he'll bite ye."

Fling - To throw, sometimes used in rather a ludicrous sense. "There ain't enough food for they sheep; you'll have to fling 'um on the turnips"

List of hearing - Able to hear well. The antithesis, "hard 'o hearin'", is perhaps common in other counties

Morge - A muddy, miry place, unworkable with a spade until it gets drier

Nannick - To fool about in a troublesome way: generally addressed to children. "Leave off nannicking, do"

Sadly - Very unwell

Slop - Underwood

Slough - Puddle

Slud - Liquid mud

Stingy - Bitter, ill-tempered. A stingy east wind. A stingy tempered man

That - Often used in great reluctance. "This *is* a beautiful baby, *that* that is"

Wholly - Quite. "That was wholly beautiful to see"

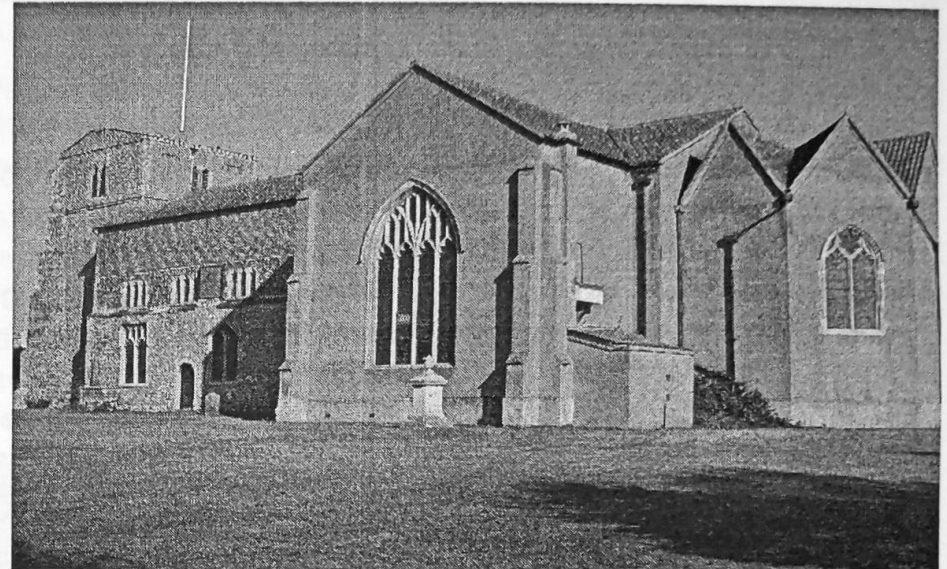
Wonderful - Frequently used in ordinary conversation in the sense of very. "He ain't so wonderful bad now, thank ye, ever so much better'n he was."

There is often a sort of tranposition in the sound of the vowels.

Yard is *yard*, pig is *peg*, deaf is *dif*. E's and I's seem especially interchangeable. Men is pronounced *min*. Hen is *hin*.

On the other hand, mill is *mell*. Crimp is *cremp*. Since is *sence*. A printing press is known as a *printing mell*."

Maldon's Historic Churches



St Leonard's, Southminster

This large, imposing church right in the centre of the village, has Norman origins, with the south doorway of Norman construction but including many Roman bricks.

The church was rebuilt in the perpendicular style in 1450 by Abbot Vyn-toner, and the brick chancel was built in about 1730.

The nave was originally built in stone, then heightened in flint and again in early 19th century brick. The tall tower, with flint and stone ornamented battlements, dates from the 14th century.

Inside are a 15th century octagonal font with a decorated foot, stem and bowl and with a wooden cover restored after years in the 'coal hole', some 16th and 17th century brasses and some relics in the vestry from Lord Nelson's flagship 'Victory', brought here by Dr John Alexander Scott, who was Nelson's chaplain at the Battle of Trafalgar and later became Southminster's vicar.

There is a peal of six bells and Ron Fairman, in his book '*The Crouch Valley Parishes*', says: "I remember how the bell ringers would sit at the back of the church and after the service it was a short distance across the road to the *King's Head*."

Christmas away from home

The Duck, Newney Green

By Stephen P. Nunn

With Christmas fast approaching, thoughts will be turning to parties and festive meals! As much as we all love our home town, some of us will end up making merry with office colleagues, relations and friends in places other than Maldon. This year I am off to 'The Duck' "pub and dining". It lies nestled between the villages of Roxwell and Writtle, at the little hamlet of Newney Green – or *Neweney Green* as it was recorded in 1548. It won't surprise you to learn that I wanted to find out more about its history. And so, just for a change, in this, my very last article for 'The Penny Farthing', I thought I would tell you the story of 'The Duck'.

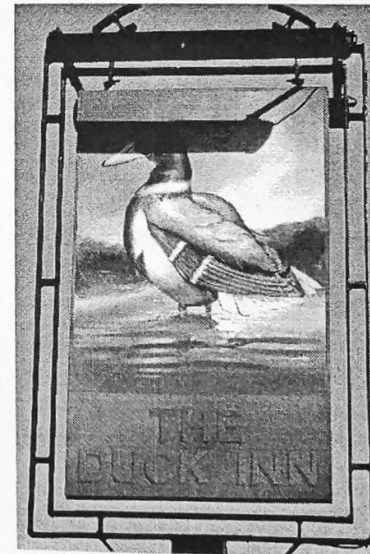
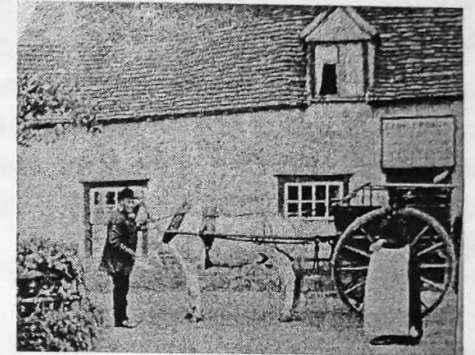
This old hostelry started life back in the 1740s when George II was on the throne, but it was a private house then, consisting of two simple agricultural cottages. In the 19th century the Roast family lived there and by 1886 George Roast (born 1835) was described as a "beer retailer".

He converted part of the two old cottages into a tap room and ginger beer house and the place became known as the 'Prince of Wales'. The remaining section of the property contained a private lounge and three bedrooms for George, his wife Emma and their son and four daughters. It was a successful and long-lasting business for the Roasts and they continued there until at least 1908.

In May 1910 a local fish merchant, called William Bowtell (born in Little Dunmow in 1864) then took over and moved in with his wife Maria, three sons and two daughters. The pub carried on serving locals and the occasional visitor, in its time honoured fashion and when William died in 1917, his widow served the beer. As she grew old it was time to hand over the reins to another member of the family – her daughter Elizabeth. Maria Bowtell died in 1950 and Elizabeth (married name Porter) continued to run the pub with her husband Charles until her death in 1969.

Throughout those decades the 'Prince of Wales' went under a number of other (perhaps "unofficial") names – the 'Drum and Monkey' and the 'Kicking Dicky' amongst them. At the beginning of the 1950s the building was still essentially the original 18th century single celled structure. However, extensive alterations then followed with a major refurbishment taking place in the 1980s and a re-launch as the 'Newney Inn'.

George and Emma Roast (right) were at 'The Duck' in the days when it was the 'Prince of Wales'



In more recent times Mrs. Little was the landlady. Ken Bass then ran the place and Lee and Maxine Hughes were behind the bar in the 1990s. Further building work occurred in 1994 and Frank Wass became "mine host". Another re-badge, under the brewer 'Shepherd Neame', saw the arrival of 'The Duck'.

Continued overleaf

CHRISTMAS AWAY FROM HOME - from previous page

A new chapter began in March 2010 when Damon Godding purchased the property with a commitment to make it a special pub and dining experience, serving locally-produced dishes, including, of course, duck! Pass over the threshold today and you will discover a comforting traditional style of exposed beams, a huge brick fireplace, two bars, oak tables and country-style chairs. There is also a great atmosphere that somehow seems to incorporate the legacy of the 'Prince of Wales' and of the Roast and Bowtell families. If only those old walls could talk! Oh, by the way, Damon Godding also provides the catering for Maldon barge trips, so perhaps this article is loosely about our home town after all!

With a change in chairman and Kelvin Brown moving on as editor, it is time for others to provide historical features for 'The Penny Farthing'.

I have thoroughly enjoyed sharing my ramblings with you over the past 8 editions and wish you happy reading in the future.

**Best wishes,
Stephen.**

The 'Gobbler' - from Page 7

two carriage unit in which the driver drove from the last coach while the fireman remained on the engine communicating by bell codes.

The Gobblers were an important part of passenger train history and remained in service until the middle 1950s.

Unfortunately none remain. However, a railway society took on an ambitious attempt to rebuild one from scratch for use on the Ongar line and was supposed to be completed by 2012, but I have no update on this build.

They will always remain an important part of Great Eastern branch line passenger history and earned their keep.

Christmas - time for celebration

Think of Christmas, and we all think of the Christmas tree which has pride of place in most homes, but it only appeared in 1840, when Prince Albert had one sent from his native Germany.

The Christmas card followed six years later, when John Calcott designed one for Sir Henry Cole who published and sold it, but cards did not become popular until the 1870s, when cheap colour lithography and a special postage rate assured mass sales.

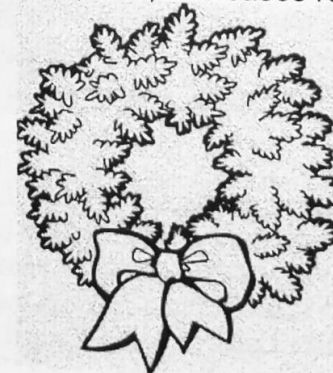
But, trees and cards aside, for many people, Christmas really starts on Christmas Eve, with an attendance at Midnight Mass - for some the only appearance of the year in church.

This service, perhaps surprisingly, has only been widely celebrated since the Second World War; it is Roman Catholic in origin, as is the Christmas crib which is a focal point in churches at this time, just as it is in many schools.

Although carols originated in about the 13th century, they were not then specifically for Christmas, but were songs to accompany round dances, which is why they have repeated choruses. But most of the 'old' carols with which we are familiar today, such as 'O come all ye faithful' and 'Good King Wenceslas', were written in Victorian times.

The turkey has been a seasonal dish since Elizabethan times, but it is only comparatively recently that it has become the 'traditional' Christmas dish rather than the goose, chicken or joint of roast beef.

Mince pies, originally eaten before the meal, have a long history, and were regarded as 'idolatrous' by the Puritans in the 17th century because the mincemeat filling, generally fat mutton, was baked with fruit and spices, into cases representing Christ's manger.



Christmas decorations appear well in advance of the Christmas feast itself, although some people think it unlucky to put them up before Christmas Eve. The holly wreath on the front door has become an outward sign that Christmas is being celebrated. The berries of the 'male' holly are said to represent Christ's blood and its prickles his crown of thorns.

TIMES PAST



Britain was embroiled in three wars in 1811 - the Napoleonic Wars which began in 1803 and ended in 1815, the Anglo-Russian War which lasted for five years from 1807 and the Anglo-Swedish War which was short-lived, starting in 1810 and ending in 1812.

1811

George, Prince of Wales, became Regent, because of the perceived insanity of his father, King George III. The self-indulgent dandy became known for his extravagance, which included the building of the Royal Pavilion at Brighton. He ascended the throne in 1820 and died in 1830, to be succeeded by his brother, who became William IV.

The Highland Clearances started, when the Duke and Duchess of Sutherland began the mass expulsion of crofting tenants from their Highland estates.

The second national Census revealed that the population of England and Wales had increased in ten years by over a million to 10.1 million.

The Bunker brothers were born in Siam, now Thailand - an event that was to give us the term Siamese Twins. Chang and Eng Bunker were conjoined twins who were 'discovered' at the age of 18 by a British merchant who exhibited them around the world. Ten years later they settled on a farm in North Carolina and became naturalised US citizens.

They eventually married sisters Adelaide and Sarah Jane Yates, fathered 21 children between them and died within three hours of each other in 1874. Somewhat bizarrely, the fused liver of the Bunker brothers was preserved and is now in a museum in Philadelphia.

Towards the end of the year, Luddite uprisings began in northern England when the Luddites - textile workers - protested against the changes brought by the Industrial Revolution. They smashed mechanised looms, which resulted in 'machine breaking' being made a capital offence in 1812 and 17 men hanged in York the following year. The movement's decline began after three Luddites were hanged for the assassination of a mill owner.



ST. CEDD'S CHATLINE

By Liz Willsher

The museum closed for the winter at the end of October after a successful experimental open weekend. A good number of visitors came through the door - a surprising amount not aware of the free entry until they arrived. Donations were made and a good number of goods were sold from the museum shop.

Paddy and his Chippendales have started on the removal of some of the old displays and preparing the spaces for the new displays. Removed items are being re-homed by the St Cedd's team and work has now begun to return them to their designated spot on the shelves. Due to good documentation this can be achieved relatively painlessly, but it is always strange how an item removed from a storage box will never fit back in quite the same way.

In addition to our usual tasks we have had another tutorial visit from Joan Lyall from the Colchester & Ipswich Museums' service. She is trying to persuade our computer system to allow a search and print facility to function and to teach us to do the same. Unfortunately the system is unwilling to yield up its secrets, so that remains on hold for the moment.

Judy and Betty have been kept busy with a stream of items for accession, donated over the last 3 months, some interesting pieces amongst them include:- A scroll listing the names of some of the Maldon bargemen and their craft.

An article written by Mr Alfred Ruffle about his experiences at work for John Sadd & Sons between 1933 and 1936. The culture of nicknames is fascinating and amusing and was still thriving in later years as attested by my husband (a long-term employee of the firm). A copy of the article has been placed in the Sadd room at the museum.

A very nice piece of costume has been donated by the daughter of a Mrs V Bunn and is already being modelled by the seated lady in the 1940s living room. It is an ATS uniform of the early 1940s and looks very good. A photograph of Mrs Bunn in her uniform will be in pride of place on the sideboard in the living room.

In the Maldon Standard recently an article by Stephen Nunn told the story of a locally made and very popular remedy "Crick's Balsam". By coincidence, vice-chairman Paddy Lacey produced an empty bottle of the wonder stuff that he had found in his garden. The bottle, and its history, are now both in our collection. Last, but not least, Mr and Mrs Copsey donated a collection of local photographs and cuttings from their parents' homes. Particularly interesting are three large photographs of Maldon and Heybridge views that were once on the wall of the family fish and chip restaurant.

For the rest of the winter, the team will spend time between St Cedd's and the museum for the usual refurbishment.

Sadly, I shall not be there for a couple of months as I will shortly be off to Australia for a family visit. Best wishes to all our members and friends of the museum.

A little bit of Maldon history....

An interesting contribution this issue from
Museum vice president Len Barrell:

Did you know that, in about 1890

The Beeleigh footpath was Constitution Hill

Butt Lane was Rose & Crown Lane, formerly Wang Poo Street (it contained Shanghai Cottages, with a Chinese laundry, at the top of the hill leading to Downs Road)
Coach Lane was Princes Street

Cromwell Lane was Union Lane

Cross Road was Purleigh Road

Fambridge Road (to Cross Road) was Pinchgut Hall Road, and below Cross Road was Ferry Road

Mill Road was Keton's Lane

The lower part of North Street was North Hill

Queen Street was Essex Place

The Chase was Alsop's Chase

Wantz Road was Rankstiles, Runsell Lane and Hundred Lane



*It
Never Fails.*
ESTAB. 23 YEARS.
Have you a Cough?
A DOSE WILL RELIEVE IT.
Have you a Cold?
A DOSE AT BEDTIME WILL REMOVE IT.
Try it also for
Whooping-Cough, for Asthma,
for Consumption, for Bronchitis.

"I have taken it on several occasions for a bad cold, and it has always acted satisfactorily. I have recommended it to all my friends, and shall be pleased to do so to any sufferers."

J. DAVIES, Alston Street, Birmingham.

WHEN YOU ASK FOR

Owbridge's Lung Tonic

BE SURE YOU GET IT.

"I cannot refrain from complimenting you on the efficacy of your Lung Tonic. I have had it for years, and have always found it a REMEDY (not merely a relief) for colds of a few days' standing."

EDWIN ELLISON, 41, Glover Street, Leeds.

For outward application, instead of
poultices, use
OWBRIDGE'S EMBROICATION.
It is much safer, more effective,
and less troublesome.

Prepared by
W. T. OWBRIDGE, Chemist, Hull.

Sold everywhere
in bottles, at 1s. 1½d., 2s. 9d.,
4s. 6d., and 11s.

COPYRIGHT.

Maldon District Museum Association

Registered Charity 301362

President - Mrs Julia Peel
Vice Presidents - Mr L.F. Barrell
Mrs B Chittenden

Committee - to A. G. M. 2012

<i>Chairman</i>	<i>Christine Steel</i>	0579557
<i>Vice-Chairman</i>	<i>Paddy Lacey</i>	0579557
<i>Hon. Secretary</i>	<i>Jenny Sjollema</i>	0579557
<i>Hon. Treasurer</i>	<i>Tina Miller</i>	0579557
<i>Committee</i>	<i>Margaret Simmonds</i>	0579557
<i>Committee</i>	<i>Liz Willsher</i>	0579557
<i>Committee</i>	<i>Jane Bodley</i>	
<i>Committee</i>	<i>Ken Smith</i>	0579557
<i>Committee</i>	<i>Stephen Nunn</i>	0579557

Curatorial Adviser *Nick Wickenden Esq*

Museum Reception Telephone No. (01621) 842688

(Answerphone when museum unattended)

www.maldonmuseum.org.uk

e-mail: enquiries@maldonmuseum.org.uk

Web site: www.maldonmuseum.org.uk.

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

Correspondence to:

Maldon District Museum Association

“The Museum in the Park”

47 Mill Road, Maldon, Essex. CM9 5HX