

**LEATHERHEAD
& DISTRICT**

LOCAL HISTORY SOCIETY



PROCEEDINGS VOL 7 N^o 6

2012

SECRETARIAL NOTES

The following Lectures and Visits were arranged during 2012

January 20th	Lecture: 'Gatton Park; Restoration of an 18C Garden' by Glyn Sherratt
February 17th	Lecture: 'The Tudor Palace at Woking' by Richard Savage
March 15th	Visit (combined with the Friends of Leatherhead Museum) to Brooklands Museum, arranged by Fred Meynen
March 16th	Lecture: 'Bishops Move' by Chris Bishop
April 20th	The Society's 65th Annual General Meeting, followed by a Lecture 'Sursrey: a Hundred Years Ago' by John Wettern
May 18th	Lecture: 'Village Signs in Surrey' by John Chisholm
July 11th	Visit to Gatton Park, arranged by John Wettern
September 21st	Lecture: 'The History of Weather Forecasting' by Ian Currie
October 19th	Lecture: 'Painting on Sculpture in the Middle Ages' by Ann Brodrick (part of the Mole Valley Arts Alive Festival)
November 16th	Lecture: 'Local Railways' by Peter Tarplee
December 14th	Presentations by Members on 'My Favourite Hobby' as part of the Christmas Social Evening for Members and their Guests

Members of The Society led walks around the district and gave talks to organisations during the year. A visit to Chawton House in June was cancelled through lack of support

Number 5 of Volume 7 of the *Proceedings* was issued in February 2012

65th ANNUAL GENERAL MEETING

Held at the Letherhead Institute, 20th April 2012

The Report of the Executive Committee and the Accounts for the year 2011 were adopted.
The Officers and Committee members elected to serve until the next AGM are shown below.

OFFICERS AND COMMITTEE FOR THE YEAR 2011-2012

<i>President</i>	GORDON KNOWLES
<i>Past Presidents</i>	STEPHEN FORTESCUE, DEREK RENN, LINDA HEATH
<i>Vice-President</i>	PETER TARPLEE
<i>Chairman</i>	DAVID HARTLEY
<i>Secretary</i>	<i>Vacant</i>
<i>Acting Minute Taker</i>	JOHN WETTERN
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<i>Programme & Lecture Secretary</i>	FRED MEYNEN
<i>Records Secretary</i>	ROY MELLICK
<i>Librarian</i>	PETER WELLS
<i>Newsletter Editor</i>	MARTIN WARWICK
<i>Website Manager</i>	FRANK HASLAM
<i>Committee Members</i>	BRIAN HENNEGAN, LINDSAY TRIM, DOUG HOLLINGSWORTH

LEATHERHEAD AND DISTRICT LOCAL HISTORY SOCIETY
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CONTENTS

	Page
Fetcham Mill and its Millpond Alan Pooley	3
The Ashtead House 'Milestone' Derek Renn	28
Wartime Boats from Cobham Peter Tarplee	31
A New Jane Austen Connection W. E. Whitman	39

FETCHAM MILL AND ITS MILLPOND

By Alan Pooley

Preface

Down in the corner of the Parish of Fetcham formed by the Guildford Road as it left Leatherhead across the ford or the bridge and the river Mole, was Fetcham Mill and the millpond. This was not the only grain mill that is known to have existed in Fetcham, as circumstantial evidence indicates that there was one at the island at 'Fetcham Splash', and another a little further down stream by the bend in the river at Mill Hare Field, incidentally on the old road which when it became flooded created the island. However Fetcham Mill differed from all the other mills, including the tanning mill established in Leatherhead, in that it derived its energy from spring water and thus was independent of the vagaries of the flow in the river and the possible effects of the swallow holes up stream. This paper collects together information from various sources to provide a comprehensive history of the millpond — for that is the one feature that still exists right the way through to present day — along with what can be determined about the mill and the surrounding land, with some detail regarding the adjacent properties where relevant.

The Surroundings

The millpond tapered towards its eastern end to where the water flowed under the mill building over the mill wheel and down the mill tail to discharge into the river a few hundred yards away. Attached [certainly in later years if not earlier] on the north side, was the Mill house, whilst on the other side at low level was the 'engine', of which more later. It had for a neighbour to the north, Cannon Farm. This became one of the principal farms of Fetcham, and well before the 1801 enclosure Act of Parliament was substantially compact, much of the land coming out of the common East field. Diagonally opposite to Cannon Farm house was the Rising Sun Inn that stood on the corner where the lower Guildford road turned off at the bottom of Hawks Hill, [Now a restaurant]. Speculation as to whether this had an ecclesiastical background apart ⁱ, it almost certainly was a small farm in the 1600s and, from the probate of a willⁱⁱ of 14/6/1667, Robert Rogers left to eldest son Robert Rogers, the Brew house etc and all outhouses, gardens, stables, backsides. And also the barn and stables and orchard being and the backside thereof two closes of meadow of pasture thereunto adjoining and five acres of arable land in the common field. If the two closes became in 1791 Rising Sun Meadow, then the total acreage would be about 12. At some stage before 1777, this became part of Mill farm leaving the Rising Sun with just over a quarter of an acre.

The will continues: *To daughter Sarah Rogers that part of the tenement and formerly belonging to the brew house aforesaid wherein the said Robert Rogers doth now inhabit and is situate on the south side of the highway leading from London to Guildford together with an orchard adjoining to the said house and lying at the southwest side thereof. To hold after decease of my now wife Sarah Rogers and not before.* This almost certainly was the land upon which Elmer was built about 1703, with orchards of about 15½ acres adjacent.

Closer to the town bridge, and certainly established by the mid 1700s, was the house later called 'Fetcham Grove' to which, along with the domestic surrounding gardens and orchards on the other side of the road, had various fields that abutted the Mill lands, all of which totalled about 11 acres.

Four acres of land spread either side of the bridge belonged to ‘*Bridge House*’ and both Mill Meadow and Little Elmer were Epsom Poor lands. ‘*Bridge House*’ on the river bank which shows up on the 1762 plan, very confusingly swapped its name for about ten years with ‘*Fetcham Grove*’ in the late 1700s.

Origins

It appears that the origin of the millpond in Fetcham extends way back to at least the Domesday Survey. A ‘Cutte mill’ is referred to in documents dated 1167 and 1293 when a pond and ditches are mentioned ⁱⁱⁱ, and later in 1514. It is probably reasonable to assume that it was on or about the site of the last mill, most of which unfortunately, burnt down in 1917. Since the pond was fed by springs, provided its base and the enclosing ‘dam’ could be kept fairly water tight, the miller was in the fortunate position of not being dependent upon a variable river flow. John Lewarne wrote an article entitled ‘Fetcham Cutt-Mill’^{iv} which gives some background of its provenance up to when Arthur Moore [who made his money from the South Sea Bubble] bought the Fetcham Estate in the early 1700s. He built, up by the Manor House [the original *Fetcham Park House*] some three quarters of a mile away, a series of ponds and a ‘*canal*’ that were supplied by water ‘*brought up the hill*’, all as recorded by a well travelled lady Celia Fiennes during her journeys between 1710 and 1712. A description which can be dated to 1737 refers to ‘*three Ponds containing the Space of six Acres in which are several Clear and Deep Springs which by large Engines serve the Canalls Basins Reservoirs etc and furnish the House with Water conveyd in strong Leaden Pipes*’.^v This description is useful, since not only does it refer to the ‘engine’ i.e. pump, but it firmly establishes that the millpond [or ponds then] was of a size not far different to that in the 1930s before it was partially filled in. The pump is unlikely to have been in continuous use, as there was a large storage cistern up by the Manor House, the primary task for the waterwheel obviously being for grinding grain.

After Arthur Moore, the mill, pond and adjacent land and messuages were bought by Thomas Revell, whose only heir, a daughter Jane, passed it all on as a dowry when she eloped to Edinburgh and married Sir George Warren in 1758.

In 1777 Warren commissioned a survey of his estate. This confirms the size of the pond at 6½ acres and with the mill house, yard & garden it is listed with other adjacent lands and thus emerges as one of the more significant of the numerous Fetcham farms, totalling 43½ acres.

An extract from the terrier is shown in the table below

	A	R	P
1 The Mill House, Yard & Garden	1	0	4
2 The Mill Pond	6	2	31
3 The walks around the Mill Pond	0	3	32
4 Rising Sun Meadow	5	2	13
5 The Mores. John Rogers next do	0	1	33
6 Late Ann Sops	0	2	10
7 John Johnson	1	0	2
8 Edward Waterer	0	3	36
9 Sarah Blundell	0	0	38
10 John Barnes House & Garden	0	1	10
11 Late Smith’s House & Cottage	0	0	26
12 Edward Waterer Mead Common	2	2	27

13	Edward Waterer Mill Close	5	3	23
14	Edward Waterer Second Mill Close	5	1	5
15	Edward Waterer Meadow next Mill Pond	2	1	13
16	Rea Meadow Sarah Blundell	2	0	38
17	Rea Meadow Edward Waterer	1	2	17
18	Rea Meadow Humphrey Absolam Epsom Poor	1	2	28
19	Rea Meadow Richard Filewood	0	3	15
20	Rea Meadow John Mills	0	1	7
21	Rea Meadow Sarah Blundell	0	2	0
22	Rea Meadow Richard Filewood	0	1	10
23	Rea Meadow Humphrey Absolam	1	0	4
24	Rea Meadow Edward Waterer	<u>0</u>	<u>1</u>	<u>4</u>
	40 Perches = 1 Rood, 4 Roods = 1 Acre	43	1	26

It was then possible to walk around the pond on both sides, as indicated by item 3 and shown on the 1777 map [not included], which also uniquely shows a narrow causeway or timber bridge to the island. In any case there must have been access for weed clearing and bank maintenance, and Celia Fiennes noted in her diary about the dabchicks and swans so the a path was a recognised route, probably the one along the northern edge.

Regarding items 10 and 11, these were later known as Moor or Moore cottages, which fronted onto the Cobham Road and have an long pedigree as mentioned later. The listing also suggests that ‘*Mill Farm*’ was part way through the transition from the earlier common fields of small strips of various tenants or sub-tenants to a compact unit. There are still nominally six separate tenants but their holdings are generally now fields.

Sir George Warren’s sale and Miller Whithall

Sir George put all of his local estates up for auction by Mr Christie on May 28th 1788 and included was Mill Farm as Lot 7. There had been some reallocation between 1777 and 1788 in that the holdings in Rea Mead were transferred to Cannon Farm whilst strips in Street End Furlong, which was at the lower end of the Ballands, were added raising the total to nearly 54 acres.

Lot 7 is listed as:

A Compact Farm, called the Mill Farm, let to Mr Whitehall, as Tenant at Will, at the Annual Rent of 135£ comprising a good House, the Mill, Barn, Garden, Mill Pond etc. and Land, viz.

		A/R/P	
Freehold-	Inclosed Arable	13/1/0	
	Common field ditto	2/1/2	
	Inclosed Meadow	20/3/33	
	Mill Pond	<u>6/0/23</u>	43/2/27
Copyhold-	Inclosed Arable	0/1/16	
	Common Field ditto	6/1/36	
	Inclosed Meadow	1/3/7	
	Mill Pond	<u>0/2/26</u>	<u>9/1/25</u> 51/5/32
Epsom Poor Lands One Acre in Street End Furlong	<u>0/3/28</u>		
Poor land subject to and outgoing of 16s. 8d. per Annum		52/3/20	

Thomas Hankey, a London banker, bought a considerable number of the Fetcham Lots including the *Manor House [Fetcham Park House]*. A Maurice Lloyd, who was also party to the various transactions, was interested in *Mill Farm* but the lessee Thomas Withall [spelling varies] was a successful bidder at £2,667. It is perhaps remarkable that Hankey and/or Lloyd were prepared to forgo owning the Mill at this stage, considering its importance both as a mill and more critically the water supply to the *Manor House*. Thomas Withall had insured his ‘utensils and trade in his Water Corn Mill together with the mills and machinery belonging thereto’ with the Royal Exchange Insurance Company for £740 in April 1788, but in July after apparently purchasing the estate, it was valued at £1200 for ‘*his Water Corn Millhouse timber built and tiled and on the mills and running tackle therein...*’ Incidentally the ‘Millhouse’, being of timber, is taken to be the mill building and not the dwelling.

Thomas Withall had certainly been the miller there from before 1764 and probably did live in the Mill House since, when he bought Gomshall Mill in 1786, he is described as of Fetcham, miller.^{vi} Unfortunately Thomas died in 1791 without having paid the purchase price for the Fetcham property etc. but, after some quite extensive manoeuvrings that involved nine different people, as some complicated trusts were involved, Thomas’s wife and executrix Elizabeth paid the money [mortgaged] and obtained Lot 7.^{vii} Ironically Thomas Hankey died in 1793 and it was his wife Elizabeth who took over the running of the Estate.

The miller who took over from Thomas Whithall was Henry Ellis, and in that same year [1791] a very extensive Tithe survey of the whole of the parish was undertaken.^{viii} The extent of the farm and the shape of the millpond are shown on a reproduction of the 1791 map [appendix 1], on which Mill farm and the adjacent Cannon farm are highlighted and an abstract from the accompanying terrier identifies Mill farm as listed below being owned by Mrs Whithall.

		A	R	P	
Inclosed	House, Mill, Barn, Yard & Garden	1	1	7	
Inclosed	Mill Pond	6	3	9	
Inclosed	Gores Mead	m	2	1	30
Inclosed	Mill Close	a	11	3	11
Inclosed	Rising Sun Meadow	m	6	2	0
Inclosed	The Moor	m	0	3	28
Inclosed	The Moor	m	0	1	26
Inclosed	The Moor	m	0	1	33
Inclosed	The Moor	m	1	1	21
Inclosed	The Moor	m	0	1	39
Inclosed	The Moor	m	0	0	8
Inclosed	Hop Ground Meadow	m	2	3	25
Inclosed	A Cottage, Orchard and Garden		0	0	31
Inclosed	A Cottage, Orchard and Hop Garden		0	1	16
East.Field	A Piece in Street End Furlong	a	0	3	28
East.Field	A Piece in Street End Furlong	a	2	0	31
East.Field	A Piece in Street End Furlong	a	0	3	34
East.Field	A Piece at the bottom of Street End furlong	a	4	2	25
	‘m’ = meadow and ‘a’ = arable	total	51	3	32

The enclosure award to Mrs Whithall early in the 1800s was of a seven acre strip of common land that she sold on to James Lawrell [at Eastwick], and two other allocations out of the east field, one about three acres parallel to and on the west of the Cobham Road and the other of five and a half acres out of Cannon Farm being part of Great Carrots, and the adjacent field to the existing holdings.

The Walton to Fetcham Corn Mill Canal

Shortly after the sale, a proposal was put forward in 1794 to build a canal from the River Thames at Walton, which was planned to run south east and then roughly follow the river Mole, crossing it twice, passing close to Street and Church Cobham, Cobham Tilt, Slyfield and between Cannon Farm House and the river to apparently terminate where the mill race discharged^{ix}. This rather suggests that the springs and the millpond may have been intended to be the source of water to the head of the canal. There is no indication of water levels other than a reference to a total drop of 71 feet [ten locks are marked] so one can only speculate as to how it crossed the Mole at Stoke d'Abernon. If it had been built, the area around the mill would certainly have been considerably changed by the need for berthing and storage, not dissimilar to the Basingstoke Canal Basin which was built round about the same time — but it did not proceed, perhaps fortunately since it quite likely would have had a similar problem to the latter of suffering from seasonal water shortage.

Sunmead House and Moor Cottages

The next owner apparently having been admitted under the will of Elizabeth Whithall [c1808] was Sophia Curtis^x. Almost certainly it is she who cut back the 'sun mead' meadow from the Guildford Road and had *Sunmead House* built although she appeared to live elsewhere, letting the property out. She was still the owner of *Sunmead House*, *Mill House* and, the mill estate including the 'Moor' cottages in 1842 as can be seen below from the Tithe Survey.

Owner	Occupier	No		A	R	P		
Curtis, Sophia	Ellis, Henry	1	House Mill Garden	1	1	23	£1/10/0	
Curtis, Sophia	Ellis, Henry	4	Cows Mead	m	2	1	34	£0/15/6
Curtis, Sophia	Ellis, Henry	5	Mill pond	wa	7	0	12	£0/4/0
Curtis, Sophia	Ellis, Henry	6	Sun Mead	m	7	0	36	£1/16/6
Curtis, Sophia	Ellis, Henry	7	Little Meadow	m	1	2	37	£0/13/0
Curtis, Sophia	Ellis, Henry	15	Little Field	a	3	1	25	Tithe Free
Curtis, Sophia	Ellis, Henry	18	Hop Garden etc	a	5	1	28	Tithe Free
Curtis, Sophia	Ellis, Henry	19	Mill Close	a	11	2	6	£4/6/3
Curtis, Sophia	Herself & others	8	Sun Mead House & Garden	0	1	33	£0/12/6	
Curtis, Sophia	Herself & others	9	Meadow	0	0	27	£0/1/3	
Curtis, Sophia	Herself & others	12	Moor Cottage & Garden	0	0	10	£0/0/6	
Curtis, Sophia	Herself & others	13	Moor Cottage & Garden	0	0	12	£0/0/6	
Curtis, Sophia	Herself & others	14	Moor Cottage & Garden	0	1	30	£0/4/6	
Downs, Rev Rbt	Ellis, Henry	16	The Seventeen Acres	a	17	3	3	Tithe Free
Downs, Rev Rbt	Ellis, Henry	17	Middle filed	a	14	1	27	Tithe Free
Downs, Rev Rbt	Ellis, Henry	17	Chalk Pit field	a	14	1	29	Tithe Free
Downs, Rev Rbt	Ellis, Henry	287	Fetcham Downs	p	31	3	20	Tithe Free
Downs, Rev Rbt	Ellis, Henry	310	Dead Woman	a	9	3	4	Tithe Free

The Moor or Moore cottages were alongside Cobham Road and took their name from their location, being once known as ‘the Moor’ [here meaning marshy ground]. They were in separate small enclosures, and by 1851 had grown to being three in number. But only two survived into the 20th century to be replaced by a pair of semi-detached houses built about 1930 just to the south of the most northerly one by the Mizens [see later]. The original properties or their predecessors had a very ancient history and are identifiable with ‘Harrys & Youthe’ — there are a variety of spelling options over the years.

The earliest reference found to two tenements called Harrys & Yowthe is in 1528 as land held on the death of John Martyr [he was a miller]. It was still in the Martyr Family in 1643 when John was admitted to the messuage called Haynes & Youthes on the death of his father and, in the same year, to ten acres late of Charles Martyr. Later on John Crooke, a London linen draper appears on the scene. It would appear that he might have come into the whole lot as a marriage settlement from a William Baker on his wedding to daughter Dorothy. In 1709 John and Dorothy agreed to surrender both the Cannon and Fetcham Manor lands to Arthur Moore for the sum of £410.

The Millers and the Mill Estate

Returning to the early 1800s, Henry Ellis (mentioned above) died in 1834 leaving the two sons, Horace and Henry junior as Millers, but whether they were farmers as well is unclear and in the 1841 census only Henry junior is recorded at the house as Miller, confirmed by the 1842 Tithe terrier. Horace seems to have moved out in 1840, and on the 1st January 1842 the Ellis partnership was dissolved, with Henry continuing alone and incidentally taking an active role in the Vestry up to his death in October 1848 at the early age of 43. There may have been a short-term replacement, George Humphreys, but certainly by early 1850 William Sturt, his wife and servants who came from Slinfold in Sussex were ensconced. Henry Ellis is recorded as miller and farmer in 1845, but William Sturt in 1851 is only a miller and it is possible that John Colman, who had been at the Rising Sun for over 10 years, included the Mill farm in the 120 acres that is recorded against him: However an 1855 directory identifies Sturt as both miller and farmer, and by 1861 he claimed to farm (with seven men and two boys), 110 acres which was made up of Mill Farm and a sizeable chunk of glebe land that he tenanted from the Rector.

In 1866 the London Brighton & South Coast Railway extended its line from Leatherhead to Dorking and bought the triangle of land bounded by the river Mole, the line of the route and the Guildford Road, which included *Bridge House*, which fronted onto the river. The visual impact on the Mill would have been quite significant, initially with Mill Lane now passing under a brick arch bridge and cut by Waterways Road, also built by the railway company to provide direct access to the new stations. It does not appear that much if any of Mill Farm land was amongst that bought by the railway company, although it did include the field immediately adjacent to the farmyard. Thirty years later, the arrangements of the buildings on the first edition Ordnance Survey map of 1868 are practically the same and it can be seen [appendix 2] that *Mill House* and the Mill building are contiguous, however whilst the former is of brick, the latter is of timber construction terminating with the brick built pump [engine] house. The barns, stables, piggery etc for the farm are set out around a yard adjacent to the Mill building. (Incidentally there is an error on the 1896 map in that the pump house is not shaded to indicate a building.)

In 1874 there is indication that Sturt owned the mill and the farm, however in 1878 the whole

Estate was put for auction as one lot, although provision was made to sub-divide it if necessary. The title was taken back to a Testatrix who died in 1808, i.e. Mrs Withall,:

As to the property:

The Building is roomy and affords a large storage for grain, - the well-arranged machinery and three pairs of Wheat Stones, are driven by means of a 12ft overshot wheel, by Water Power, derived from an Ornamental Lake or Reservoir, fed by strong and unfailing Springs of the purest water from the underlying chalk formation.

The Residence contains an Entrance Hall, Dining, Drawing and Breakfast rooms, Counting House, two Kitchens, larder, Dairy, Cellar, seven bedrooms, WC, and two attics and has a capital Kitchen Garden, Orchard & Pleasure Grounds attached.

The Farm Buildings:

Which are at a convenient remove, are well-arranged around a sheltered Yard and comprise Cart Stable for four horses and a two stall Nag Stable, both with lofts over; Piggeries; open Hovel; Loose Box; Cow Stall; another 2-stall Stable; Waggon Lodge with Chaise House attached, and a large Dutch Barn or grain store.

			A	R	P
1	House Mill Building Garden		1	1	23
2	Part of Meadow	m	1	2	9
3	In Ray Mead	m	10	0	39
4	Mill Pond	w	7	0	22
5	Part of Meadow	m	5	3	36
6	The Slip	a	0	3	3
7	Mill Close	a	11	2	6
8	Hop Garden field	a	5	1	28
9	Cottages & Gardens ***		0	2	12
10	Little Field	a	3	1	25
			<u>48</u>	<u>0</u>	<u>3</u>
12	Half of River Mole	w	0	3	37
13			<u>49</u>	<u>0</u>	<u>0</u>

m Meadow; w Water, a Arable

*** Three freehold tenements in the occupation of John Gravett, Richard Botting & Richard Rogers, weekly tenants. [Two millers & a cowman]

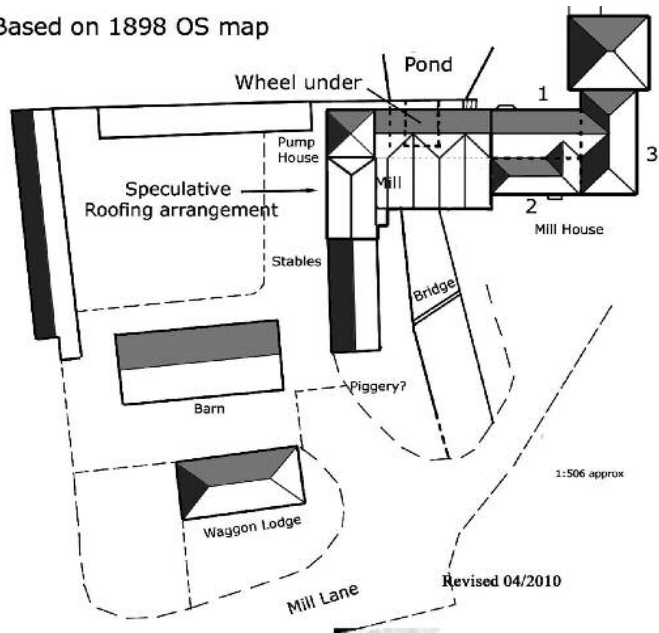
Evidence suggests that there was no one purchaser, but it seems that John Barnard Hankey bought most of the farmlands whilst William Sturt retained the Mill, the pond and a limited amount of land. He also leased land along by the river.

In 1882 a directory refers to William Sturt as 'Miller Steam & Water' but so far there is nothing else to support the provision of steam assistance, although it is perhaps worth noting that Ifield Watermill had a facility for connecting a portable steam engine to drive the machinery in lieu of the waterwheel. He was certainly the owner of the mill in 1884 when the London & South Western Railway extension from Leatherhead to join the Surbiton to Guildford 'New Line' at Effingham was under construction — he had dropped objections provided that the new bridge over the river Mole allowed the like quantity of water to pass as well as the additional water from the mill tail. The Railway

Company paid him £2,322 for the conveyed land etc.^{xi} The link to the ‘New Line’, as it was eventually built, was a compromise between two competing schemes, and the adopted route whilst visually intrusive did not affect the workings of the Mill. However if the original London & South Western Railway proposed ‘Railway No 2’ had been adopted instead, the whole mill, house and pond would have been replaced by a railway embankment, as the proposed line took a much gentler sweep round to meet and then run alongside the Cobham Road before turning at School lane towards Cock Lane. The history of the Mill etc. would have effectively stopped at that date.

The Fetcham Mills Estate by this time seems to be reduced down to the Mill, the pond and a strip of land towards Raymead as lot 1, with the remnant of the Moor as lot 2, and it was all auctioned again on the 1st June 1885. Without doubt this is when John Barnard Hankey bought the Mill William Sturt moved out in 1887 and the Mill was leased to Henry Moore, who already having considerable other milling interests and separate accommodation, was not resident in the house except from 1903 to 1913. Otherwise it was tenanted mainly by people such as in the 1890s, a Stockbroker.

Based on 1898 OS map



The Estate

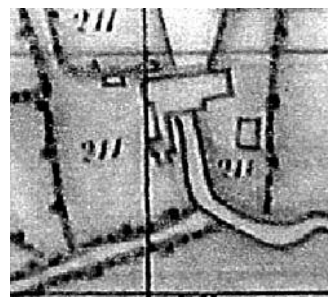
The Mill was accessed from the Guildford road from Leatherhead by Mill Lane, and from the plan above it can be seen that there were two separate entrance ways, one to the house and the other to the mill, the latter into a yard which had as a centre piece a large barn, with the main stables on the right leading onto the main entrance to the mill. Other buildings around were cow sheds, piggeries and the Waggon Lodge. In the following paragraphs these will be described in as much detail as possible.

The Mill House

In 1788 an insurance policy referred to ‘*Water Corn Millhouse timber built and tiled...*’ which earlier was taken to refer only to the mill building although, if as it seems later, the house and mill building were contiguous, was there an earlier timber house? However there is no doubt that Mill House in the 19th century was of brick and it appears to have been built and then extended in four separate stages. On the extract of the 1791 Tithe survey plan (top of next page), the mill, the house and presumably the stables are clearly delineated albeit quite small, but if it is a fairly accurate

portrayal then this suggests the original house or site thereof is that marked as stage 1 on the sketch above.

There must have been many previous houses and mill buildings throughout its history. From the fire damage photographs, it is apparent that the Mill building included cast iron columns which would not have been available in 1791, so it may well have been rebuilt in the early to mid 1800s. Did the house get rebuilt then as well? Looking at the roof configuration, the modest hipped-ended building (shown below) could be stage 2. This probably had floor levels that matched the original building with possibly low ceilings, but the section across at the ends had two floors, obviously with greater ceiling heights, and is assumed to be stage 3. However by the time this was built on the almost square block, referred to as once a brewery, may have been there.



Mill House c1957/8 when owned by East Surrey Water Company shortly before demolition

LDLHS FP478 ref 99

The layout shown on the plan is based upon that of 1898. On the 1791 plan and the 1813 map, another small building appears by the lane, purpose unknown.

The late 1800s miller William Sturt and wife Sarah had no children when they arrived, but by 1871 they had a much larger family and three servants. It is possible that stages 2 and 3 were built in succession, perhaps in the 1860s, and roofed with slate, which by then was readily available. From the pond, side the only illustration that shows the house, normally hidden by the trees, is one of the 'brewery' The private gardens and orchards were split either side of the pond, and were linked by a

footbridge which crossed the mill stream close to the mill building, and on the orchard side there seems to be a 'promenade' and possibly more than the single boat house marked.

The Mill and Pump House

There are a few not very distinct elevations from the pond side available, and none of the road side except those taken of the smoking remains after the fire in 1917, and a recently published circular picture taken before the fire.. A record that has survived is that of a very extensive specification with



dimensions and quantities for the work required to reinstate the damaged buildings.^{xii} Thus from a detailed examination of this evidence it is possible to make some reasonable assumptions.

The elevation seen from the pond side was of a weather-boarded building showing two levels of windows extending from the House, with a roof of the same pitch, across the head of the pond to butt up with a gable end to the Pump House. This latter was of brick about 16 feet square with a pitched pyramid shaped slate roof and of two-storey height with a window or windows to an upper floor. It may have predated the adjacent mill building as there appears to be a blind door or window opening in one wall. The mill stream passed under the mill building to the overshot wheel beneath.

The circular picture shows that over the mill wheel there was a gable ended weather-boarded two storey section at ninety degrees to the remainder of the building probably with a similar structure on either side. This had two levels of windows beneath the eaves but another set above in the gable end.



On the pond side, the first 8 feet or so from the ground was of brick and there are references found to sleeper walls and stone pads for cast iron columns. The external wall between the Pump House and the stables was of two-storey brickwork but probably everything else was of timber.

Although not entirely clear, it seems likely that the drive from the mill wheel was taken from the axle, across the side overflow channel and into the pump house where the pumps or ‘engines’ were situated. The three pairs of mill stones were most likely to have been lined up in the building between the pump house and the stables parallel to the yard. There would have to be access down to the pumps, to the wheel and to control the water flow..

In the 1878 sale documentation the following clause is included:^{xiii}

...to the right of the owner and occupier for the time being of the capital messuage or Mansion House, situate in Fetcham aforesaid, now in the possession of John Barnard Hankey esq., and the offices, fish Ponds, and Canals thereto belonging or appertaining, to be supplied with water from and out of the Mill Pond, by means of the Water Engine and Machine, situate and being in the lower part of the erection or building called the Engine House, [which Water engine and Machine and the wheels, cisterns, troughs, leaden and other pipes to the said Engine or Machine belonging or appertaining, or used or enjoyed therewith, are not included in the sale]

It continues, defining rights to repair pipes or lay down new ones, making reasonable compensation. The reference to ‘canals’ suggests this is a bit archaic and has been reused from a much earlier document.

Apart from this, there is scant reference anywhere to the operation of the ‘water engine’ or the

pumping of water to The Mansion. An 1885 plan has the line of the pipe added ^{xiv} from the pump house to where it crossed Cobham Road. In 1953 wooden pipes were discovered at the Mill end of the pond but it is not clear from the description what their purpose was.^{xv}

The water would have had to be pumped about 1¼ km to the cistern [which still exist] and raised about 35 metres in height. An arrangement for pumping water about 2 km from the river Rother to *Petworth House*, raising it about 55 metres at Coultershaw bridge, was established by the 3rd Earl Egremont in 1782, and here the pump is single acting with three 6½ inch diameter cylinders of 13 inch stroke. They are still in working order and shown on the photograph.^{xvi} Allowing for losses, these can supply about four gallons per revolution of the wheel and are reputed to have supplied 20,000 gallons a day. This certainly would have been possible particularly as the wheel was dedicated to the purpose. There is probably no way of ever



determining if the Fetcham arrangement was similar. The original installation predated the Petworth one by several decades but may well have been replaced. The quantity of water required was no doubt considerably less in Fetcham and demand must have reduced significantly when the ‘canal’ in the park land of the house was filled in. [1788-1791?] Presumably only intermittent pumping would have been necessary. Maintenance of the machinery etc., was undertaken in the 1800s by the Luff family of St Clements in the Street Fetcham who advertised as ‘*Agricultural machine maker, general smith, hot water and hydraulics engineers*’. However in a tragic finale to the business started by his father James, the following appeared in the Surrey Advertiser for the 19th October 1895

Sad Fatality. Early on Thursday morning [17th] Mr John Luff a blacksmith of Fetcham was found dead in a large cistern at the pump house at Fetcham House. It would have been the deceased’s duty to look after the water wheel and pump and he was seen going there at a quarter to seven in the morning. Less than an hour latter he was found dead by a man named Bullen. Deceased was between 50/60 and left a widow. [There was a cistern at the house but as the pump and wheel were at the Mill, it is more likely that it was here rather than at the House — this then tallies with Ginger’s statement that he was found in the millrace.] ^{xvii}

From then on Alfred Blaker of North Street Leatherhead, who already had a presence in Fetcham, took over the business.

The Wheel

From the few photographs taken in 1961 it is possible to see that the principal components forming the wheel are of cast iron. Each side there were two castings bolted together to make six spokes with six cast iron curved ‘stringers’. Bolted to the stringers were 30 shaped sheet iron ‘buckets’ with

presumably a sheet iron inner face around the wheel. The iron seems to have the free edge stiffened with a strip bolted on. Over the top was an iron flume that directed the water into these buckets, and fine tuning of the rotation of the wheel was probably controlled by the sluice in the flume, the remnants of which can be detected. The wheel is recorded as being 12 feet [3.66m] in diameter and looks to be about 8 feet [2.44m] wide.



LDLHS FP 1508 14th July 1961

The mill wheel being overshot, the crown would have been perhaps two or three feet below the normal level of water in the pond.

The retaining bank here almost certainly was of brickwork. Across at the front of the mill building over the channel, was a small footbridge. Apart from giving access to the gardens, this would have been necessary for access to keep the channel clear of weeds etc. and to some form of sluice that would have been required, as it can be seen that the wheel occupied only about two thirds of the

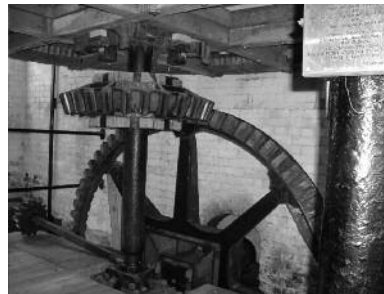


width of the outlet channel. [Note that when Mill Cottage was built, it encroached upon the mill tail, reducing its width.] In the photograph, which shows the wheel bearing, the axle looks as if splines exist and there may have been a pit wheel fitted here in the usual way with timber wedges. If so, unless it was of timber, what happened to it? But there is no obvious support for any other shaft and space is quite tight.

At Ifield Mill (shown in the adjacent photographs), a similar arrangement exists with an overshot wheel fed by water from a pond. Quoted as being of 11 foot [3.35m] diameter and about the same in



width, this has a timber flume over the top and rotates about 6 rpm when under load ^{xviii} The picture to left shows the flume and the top of the wheel, while that to the right the means of take off to drive the mill. Provision was



later made here to take a belt drive from a traction engine outside. An 1882 directory for Fetcham Mill refers to 'Miller steam and water' which suggest that this may also have arisen there as well. Were there water shortages then?

The Other Buildings

The main barn of 58 by 25 feet was described in 1874 as a 'Dutch Barn', however the specification for rebuilding it after it was essentially destroyed (plus a large stock of grain) in the fire (see below) suggested a substantial enclosed structure with a pair of hefty 11-foot wide doors. The 'Waggon Lodge' 46 by 23 feet survives to this day within the garden of *Mill Cottage*. The small Piggery seems to have been at the end of the stables and on the other side of the yard was the cow shed.



Ex Fetcham Mill Barn 14th July 1961 with abandoned watercress beds in the foreground
LDLHS FP252 Ref 14-1-76

The fire

On the 22nd of August 1917 there was a disastrous fire that destroyed the mill buildings, the main barn, the stables, piggery and a lean-to shed and burnt the roof off the pump house, but some of the out buildings and the Waggon lodge were saved.. The Mill house suffered mainly from the effects of smoke and water, although there was some roof damage where the 'old part of the house', assumed to be section 1 as above, butted up to the mill building. The tenant of the house, Lady Morgan, was absent, but contemporary report states that two maids and a gardener were rescued from the house, and cows and pigs were saved but a horse died in the stable: About 4000 sacks of grain were lost.

A photograph taken looking from Mill Lane shows the farmyard to the left, with the brick walls which are all that is left above ground of the mill building, apart from the pile of debris with bits of machinery sticking out. The 'engine' was below ground behind the tall pump house wall whilst the mill wheel is low down to the right of this wall, with the Mill tail passing under the lane to the right of the two trees. In front were the stables and Piggery that burnt down.



Note the timber shaft with a bearing pin in the rubble

LDLHS FP 1505

Lady Morgan hurried back and temporary tarpaulins etc were provided to the damaged parts of the House. Although instruction were given to undertake some

clearance, Captain George Hankey, the Squire, remarked in January 1918 that nothing had been done, it was harbouring rats and the garden, which he noted was attractive, was getting overgrown. In March 1918 offers were sought for the whole of the old machinery excepting the wheel and stones, and in July 1918 a Mr B. Litten of No 2 Ivy Terrace Epsom sent a cheque for £5, having also undertaken quite a lot of clearance as well.

A specification was prepared to replace all of the destroyed or damaged buildings [but not the equipment within] and, whilst these were insured and the sums payable appear to be broadly equivalent to the rebuilding cost, no mention is made of the equipment and machinery which would have had to be paid for out of the Estate. Apart from executing the repairs to the house, a decision to proceed with rebuilding was put off until the end of the war.



Noticable is the sleeper wall for the timber section with a doorway where the steps to the footbridge start. In the background the cart shed. Note the two ladies looking in.

GP Card

Obviously the supply of water from the millpond to the Mansion was now impossible, but it may have ceased earlier with mains water taking over. In the report of a fire at *Park Farm* in 1905 the brigade did take water from a cistern, which suggests that it may still have been in use. However no doubt mains water, which became available from the mid 1880s, would have been more convenient.

xix

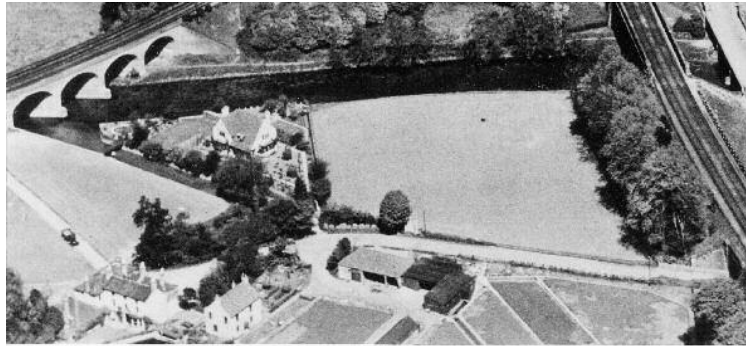
After the Great War the landed gentry were now struggling to survive, and George Barnard Hankey put a sizeable proportion of the Fetcham Estate up for auction on the 28th September 1920 at the *Swan Hotel* in Leatherhead. A month later Arthur Moore, the son of the last miller, sold off his herd of pure-bred Jersey cattle with other pedigree cows and heifers. Lot 16 in the sale consisted of the Mill House, millpond and the adjacent land to the south and east including the Moore Cottages. Records show that George Barnard Hankey was still the owner in May 1921, but the site was occupied by the Mizen Brothers, and by the following April they are listed as owners.

Watercress arrives

The Leatherhead Advertiser of the 14th January 1922 records: ‘*New industry — Mizen Brothers of Eastfields Farm Mitcham have taken a meadow lying between Fetcham mill pond and the main Fetcham road and scientifically arranged watercress beds. Level is a few inches below that of the Mill Pond in which seven springs give an unbroken and usually ample supply. Another advantage is that the temperature of the spring water is warmer than ordinary river water thus allowing cress to grow all though the year. Principle pests are shrimps and winkles which are dealt with by destructive agents. Beds cover 3 acres but excavations are proceeding for further beds. Produce is transferred to Covent Garden by lorry.*’

The Mizen Brothers Company was based at *Eastfields Farm* immediately to the east of the site of the recently opened Eastfields Station, and during the 1920s they and the Pains fireworks factory were the principle employers in the Mitcham area. But they were looking to expand and sought to grow bulkier crops 'down the Country'. Hence their interest in lot 16 of the 1920 sale, of which they became outright owners by April 1922 — although they had been in occupation for over a year. In 1924 the Company sold off a roughly square piece that fronted onto the Guildford Road for £3,800 to the London Omnibus Company, which was desperate to open a bus garage to replace their inadequate facilities in the Swan Pit. The official opening was the 1st June 1925, but in practice as soon as the slab was down in January

1925, they started using it. Later that year Francis Maxwell Thomson, the farmer at Cannon Court farm, sold Mizens over 17 acres of land to the north west side of the millpond. This is the piece between the railway line to Bookham and the Cobham Road extending



up to Raymead Way. They also appear to have leased Braynes Charity lands, which extended between the river and the railway embankment. [appendix 3]

On a triangle of land where the Mill tail joined the river Mole, Mr. Edward Oakley Mizen built himself in 1925, a quite substantial house '*Watersmeet*' that had gardens around. This picture shows his house with Mill House in the foreground to the left, the Waggon lodge and *Mill Cottage*, which he had built in 1922/23 roughly on the site where the mill stones had been, possibly utilising some of the still then standing brickwork. It seems that they also later demolished the two remaining Moor cottages and replaced them by a pair of semi-detached houses, incidentally revealing the lead water pipes.

The occupier of Mill house from mid 1922 until 1929 was Col Cecil C. H. O. Gascoigne and one of his daughters wrote:

'Mr. Mizen who owned the watercress beds was our landlord and very kind to us 5 children. There was very little left of the old Mill. They occasionally opened the sluice gates and let the water down the millrace if the pond got too full. The water also rose in the cellars of the mill house and caused us children a lot of excited comment as whether it would rise high enough to overflow into the house. There was a kindly ghost in one of the bedrooms.' [She presented a sketch, commissioned in 1929, to the Society that showed the House and brewhouse.^{xx}]

Saxon remains

In March 1929, whilst the foundations for a greenhouse were being excavated, a Saxon sword and three spearheads in a much-corroded condition were found. In March 1930 digging in an adjoining greenhouse revealed further artefacts and *The Antiquities Journal* of January 1933 has an account by Arthur C Cotton MBE FSA that states '*I found that the greenhouses were built on the banks of a large*

mill-pond which overflowed into the river mole’. The soil consist of river gravel, and the finds had been discovered at a depth of about 3ft 6ins. Maps of the time show greenhouses between the river and the railway embankment on the leased Charity land, and another down close to the bus garage and, although not exactly situated on the banks of the mill pond, the latter appears accordingly to be the site. .

Several other items including another sword were also found nearby and, also in March 1930, the remains of a small embellished Saxon bucket. It was buried in river gravel at a depth of about 3 ft^{xxi}. The account continues:

‘With the exception of a few worked flints, which were found at a depth of 4 ft. on the site, and the bones of a horse which were dug up at a depth of 12 ft. some few yards from the site at the side of the river; no further discoveries were made until February last, [1932] when at a distance of 14 yards to the north-west of the former site an iron sword, almost complete, together with the bronze chape, and three small pieces of bronze edging of a scabbard were found at a depth of 3 ft from the surface.’

The finds are attributed to ‘Edward Mizen’ who seems to be the son rather than the father ‘Edward’ [Johnson] Mizen who later is referred to as ‘senior’. Incidentally whilst at Fetcham it was the *Mizen Brothers* company who owned and farmed there, it was a separate company *F & G Mizen* that had market gardens in Effingham and elsewhere and the Mizens will be the subject of a separate paper by the author.

In 2009 the excavation for the installation of a new high pressure water main across the field alongside the mill pond revealed further evidence of a Saxon presence. It seems surprising that the cultivation undertaken on the field over many centuries had not disturbed the findings more.



Water supplies

An essential feature of growing watercress is a constant supply of clean water, and in Fetcham the springs provided the Mizens with a very convenient source. These springs occurred along the northern edge of the pond, breaking through the bottom having first funnelled upwards through a layer of gravel about 20 ft thick overlaying the chalk. These have been marked on the extract of the map dated 1937.[appendix 4]

Whilst it may have been true as noted in 1878, that the springs were ‘unfailing’, it seems fairly obvious that the flow in the 1930s (and in the next two decades) was insufficient to service both the watercress beds and to maintain a healthy level in the pond. The measures taken to overcome this problem as far as the beds were concerned are seen in the series of three aerial photographs dated the 14th June 1934 [Photographs 1, 2 & 3] The water from the springs, which can be very clearly picked out, is now confined to channels created by raised banks. Since these are apparently strengthened by planted saplings in places, this would seem to be more than just an emergency measure. The channels

feed across to the south bank from where the water for the beds was taken. Meanwhile at the eastern end a very new concrete cut off dam has isolated about two acres of the pond that was to be abandoned and filled in. Two boreholes are recorded as well as the springs and these most likely were commissioned by Mizen to supplement the water supply.

From the maps and photographs it can be clearly seen how the beds were laid out, the water being taken from the side of the pond flowing through the nearest beds, under the central spine with the tramway to eventually discharge into a new main outlet channel which flowed along the back of the site down towards the Waggon Lodge, where it passed under Mill Lane and back into the original mill stream. It is not clear how the water reached some of the more remote beds towards the railway, but evidence still remaining suggests that there might have been some pumping arrangement off the outlet channel towards the Mill Lane end. In one of the aerial photographs two men can be seen pumping water out of a bed back into the Millpond it appears.

The picture aside was taken the day before that of the aerial photographs. The cameraman was standing on the path by the most easterly spring with the 'temporary' raised bank in the middle ground, the bus garage and greenhouses to the back on the left and *Sunmead House*, just before demolition, in the centre. Noticeable are the bushes that have developed from the saplings mentioned above, here extending on the inside of the bend of the channel roughly from the swan at the right, round to just past *Sunmead House*. There seems to be several years' growth.



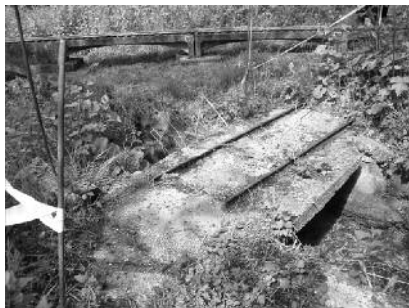
John Lewarne, a founder member of the Society and a resident of Cobham Road, wrote '*In the summer of 1947, the pond appeared grey, parched and cracked, with a litter of unsightly rubbish. The wild fowl and swans still endeavoured to remain in this desolate waste and one solitary pike was seen to survive in a spring.*' Photographs taken in 1959 show the same desolate state with most of the bed dry and lifeless and it would seem that it was not until 1961 under the new owners, the East Surrey Water Company, that the pond regained some of its ornamental look.

The Beds and handling

The 1922 report reported that the extent of the beds was 3 acres and that excavations were continuing to increase the area, and ten years later they appear at their greatest crammed in between the Millpond, the Dorking railway line and Mill Lane. Even the area where the barn that burnt down was used. Down the spine were laid narrow gauge rails set in concrete which deviated past a building used as the grading shed, (rebuilt and now a club house) along the back of the old cow sheds and into a new packing shed built alongside the old Waggon lodge, from where the cress could be loaded for dispatch. The



illustration left shows the spine with the track and on the far side a bed in full growth. Outside the grading shed was a simple iron turntable consisting of a circle of steel plate pivoted around a centre bolt, which provided the connection to a track running at right angles across towards the outlet stream.



In 1934 this track did not cross but evidence on the ground still extant consisting of rails on a small bridge, shown on the right, indicates that it eventually did connect up with another running alongside the stream. There is no evidence that the trams used for transporting the cress to the sheds were moved other than by hand. Watercress was however only part of the output, since there was still the 17 acres of land bordered by the Bookham railway line, the Cobham Road and Raymead Way (still a track in 1922) plus the glasshouses by the river and Bus Depot. The aerial photographs shows just how intensely this land was used.

Sutton & East Surrey Water Company purchase

In 1957 the East Surrey Water Company [as it was then named], purchased the Mizen lands, which included the *Mill Cottage*, 'Moor' cottages, the millpond and the fields up to Raymead Way, but not *Watersmeet*. Photographic evidence shows that cress was still grown in 1959, but that must have been the last year and in 1960 the ESWC obtained powers to abstract the natural flow of the springs. In 1961 the spring craters were enclosed by steel sheet piling cofferdams surrounded by chalk fill originating from the site of the Elmer softening works. This had the effect



of significantly reducing the surface area of the pond at the Cobham Road end. The spring water was then carried by gravity into a sump from where it could be pumped up to Elmer for treatment. The photograph above shows the pump house under construction and one of the temporary banks being dug out. The 1960 order required the Company to discharge into the pond sufficient water to maintain its level and freshness, and this they did by creating an artificial 'spring' towards the other end on the north side where water was pumped in, and a bell-mouthed outlet at the southern side at the Cobham Road end. This discharged into a ditch that started at the pump house and broadened out to follow the line of two of the old watercress beds across to the old outlet stream [appendix 5]. The remaining beds were filled using more of the excavated chalk from the Elmer site. The Company now lined the inside of the permanent banks, both new and old, and consolidated the bottom. The remains of the Mill, photographed by John Lewarne in July 1961, were probably removed along with the demolition of Mill House. He also photographed the old 'Waggon Lodge' still with Mizen's packing shed alongside: This was and still is, the only substantial building left of the 1917 establishment.

Edward Mizen and his wife lived on in Watersmeet after the sale of the remainder of the land etc for several year until they moved to Great Bookham in 1982. The house, having been built on the flood plain, had been flooded not infrequently and it was in quite distressed state with the lead flashings etc having been taken, when the Water company purchased it and had it demolished.

Bus, Fire Stations & Sunmead House

The bus garage had been extended in 1928 and in 1933 came under the London Passenger Transport Board, who in 1937 bought the remainder of the Mizen land fronting the Guildford Road as they redeveloped and extended the garage in 1939^{xxii}. Thus in the late 1960s, when a site for a new fire station was being sought, there was a surplus piece of land to the rear where the glasshouses were — but no access. *Sunmead House* had been a casualty of the late 1930s, to be replaced by a small parade of shops in the Guildford Road and Sunmead Close off the Cobham Road, with gardens of the new houses extending to the boundary with the Mizen outlet ditch. So a new access from the Cobham Road was obtained down a strip of ex Mizen land to the rear of these gardens, and a replacement outlet channel created alongside, discharging eventually back into the original channel. The new fire station opened in 1969. On the 30th April 1999 after the break up of the London Transport Executive, Arriva who inherited the bus garage closed it and, following demolition, two new low-rise office blocks were built on the site.

Model Railways

In 1978 the Surrey Society of Model Engineers was formed, and two years later took a lease on part of the water board land between the Bus Garage and Mill Lane, parallel to the main line railway embankment. They laid out two elevated oval circuits, both of which crossed the outlet ditch, and installed various sidings etc. The Society became a company in 1988 and in 1996 obtained approval to lease more land and extend one of the circuits considerably, practically doubling the area of the circuits. Their land now extended over to include the old Mizen grading shed,



which was demolished and replaced by a new clubhouse, but the access path still contains sections of the old tramway rails. Running through the site is the still utilised channel from the overflow of the pond which discharges into the river via the old mill tail on the far side of Mill Lane. The Society is pursuing plans to extend the layout over the remainder of the now filled watercress beds.

Conclusion

The purchase by the Sutton & East Surrey Water Company of the bulk of the site of the mill, the pond and the adjacent fields has had the very beneficial effect of preventing it becoming building land and, because of the presence of the springs, there are significant restrictions as to treatment or

use of fertilisers should part be farmed. The area immediately surrounding the pond is now cut only twice a year to encourage the growth of wildflowers, and other conservation projects have been undertaken including the relaying of the hedge alongside Raymead Way by the Residents Association. Further down in one corner of the field abutting the railway line and the end of Raymead way, is a pond now practically filled with rushes that formed on low lying land isolated from the river and the drainage of which was blocked by the railway embankment and the construction of houses. All this area provided extensive source material for the privately published book by wildlife photographer Jeremy Early. Apparently the pond leaks significantly, but it is understood that financial constraints have pushed a relining exercise, which would need a very considerable effort to remove and restock the flora and fauna, away into the future.

Perhaps the most outstanding visual change when comparing early and later photographs is the profusion of trees. In the days of steam locomotives the adjacent railway banks were scythed twice a year and were tree less to reduce the chance of fires.

As stated earlier, the only remaining feature that remains in 2010 of the mill complex apart from the reduced sized pond is the Waggon Lodge which, although heavily overgrown, is still used for storage and is in surprisingly good condition being of quite substantial construction. From Mizen days *Mill Cottage* is still occupied, but this also has been flooded on occasions and, not meeting current building regulation standards, has almost certainly a limited life span whilst the two ‘Moor’ cottages on the Cobham road are not at risk.

It is doubtful whether many people who walk or cycle along the two footpaths into Mill Lane, one by the pond, the other by the railway, realise the benefit of the legacy left to the village of Fetcham from the activities of predecessors way back in the dark ages!

References

- i L&DLHS Proceedings Vol 4 No 5 1981 The Old Rising Sun.
- ii L&DLHS ref. FX 436 Lewarne 809
- iii Victoria County History Volume 3 1911
- iv L&DLHS Proceedings Vol 3 No 4 1970 Fetcham Cutt-Mill
- v L&DLHS ref. FW 481 Handwritten draft of a Sale Notice on decease of Arthur Moore.
- vi SHC G85/13/732 and others. Bray Estate Collected Deeds.
- vii SHC collection 5 ref 871/3
- viii L&DLHS ref. FW 488
- ix SHC ref QS6/8/3/1-2 & G85/2/4/1/45
- x Not the same person as Sophia Clarke Curtis, wife of the innkeeper at the Rising Sun in 1861
- xi L&SWR Surbiton Guildford & Leatherhead terrier PRO 411 406
- xii L&DLHS ref FW 486
- xiii SHC K175/1/83 Sale particulars of water corn mill etc in Fetcham
- xiv SHC ref. SP 02750 Fetcham Mills Estate 1885 Auction plan

- xv A. T. R. [Ruby] L&DLHS Proceeding Vol 1 No 6 1953 inside cover
In March 1953 while digging in the N. E. corner of Fetcham Millpond two wooden waterpipes were uncovered leading in a N. E. direction from the side of the pond situate just above the remains of the waterwheels.
These pipes were of an outside diameter of 9 in. the bore being of 5—6 in. diameter. At this point the eastern side of the pond has been walled with bricks, in alternate courses of header and stretcher. The wall had been built at the same time as the wood pipes had been laid since the bricks had been carefully built around and underneath them. The excavation was not deep enough to disclose the bottom of the wall but the wall continued, with a level top, to 24 in. above the more northerly pipe and 8 in. above the second. The former projected 2—3 in. beyond the wall into the pond but the latter had no such projection and had partially rotted away inside the cavity among the bricks. (Above the old brickwork is an additional modern wall). It is probable that these pipes are a continuation of some found about 1930 near the same site.
the same wall lying near the first pipe and on the same level was a lead pipe of 4 in. outside diameter and containing a wooden plug.
- xvi Coultersshaw Trust Trail Guide 03/04
- xvii Both the Leatherhead Advertiser of 20/03/1915 and of 28/09/1915 report suicides of incurably ill persons and no doubt there were other deaths over the years L&DLHS ref FX 456
- xviii A Guide to Ifield Water Mill, a Crawley Museum Publication Booklet No 1 [2006]
- xix L&DLHS ref FW 454
- xx L&DLHS ref FX 453
- xxi Usually on display at the Leatherhead Museum of Local History
- xxii S&ESWC ref FP-PS 04 & www.ampyx.org.uk/lcountry/garages

Accompanying Documentation

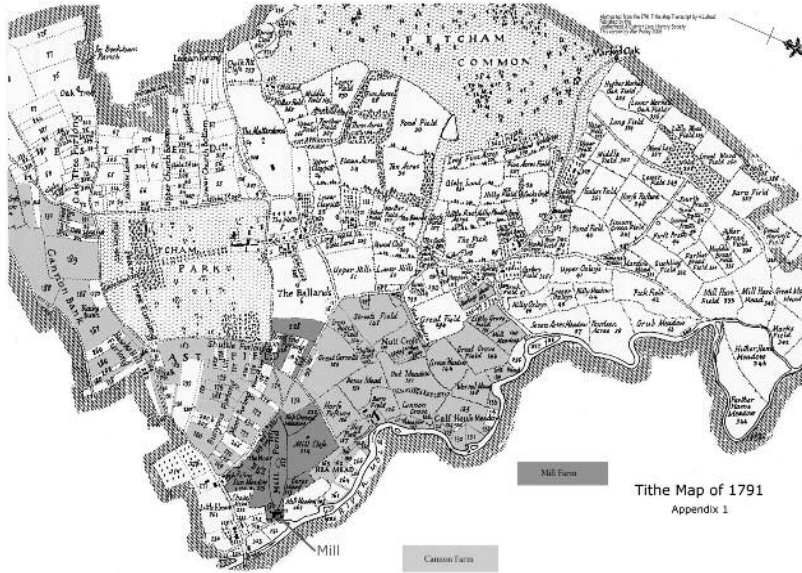
- Appendix 1 Transcribed copy of the Tithe Map of 1791 showing principal farms
- Appendix 2 Fetcham Mill & Pond 1896 Ordnance Survey
- Appendix 3 Land purchased and sold by Mizen Brothers marked on 1920 Sale plan
- Appendix 4 Watercress Beds in 1937 Ordnance Survey
- Appendix 5 Post 1961 Layout of Millpond

Illustrations 1-3 Aerial photographs 1934

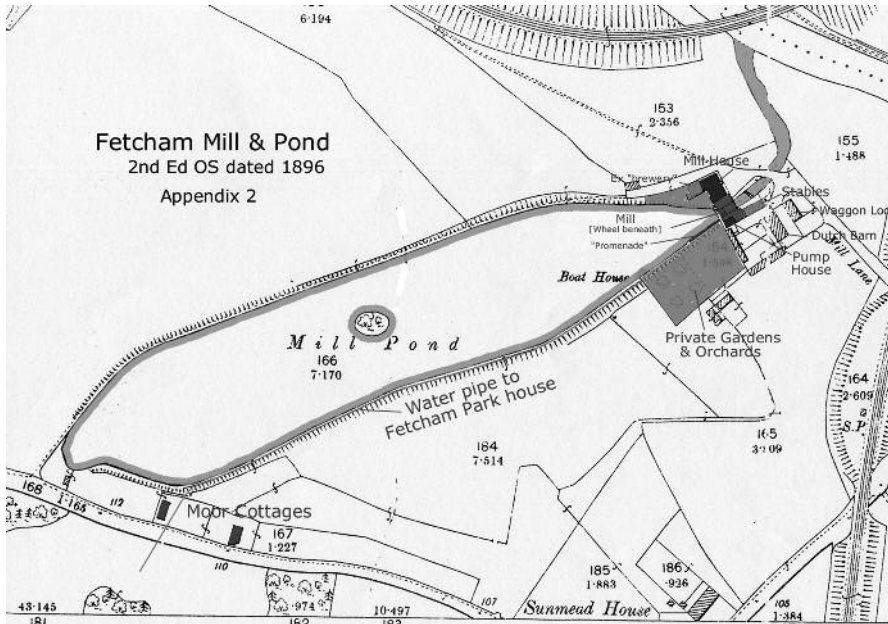
The use of Sutton and East Surrey Water Company's photographs, particularly the 1934 aerial ones and information abstracted from their literature is gratefully acknowledged.

Other photographs are from the Society Collection, the Goff Powell collections or taken by the author.

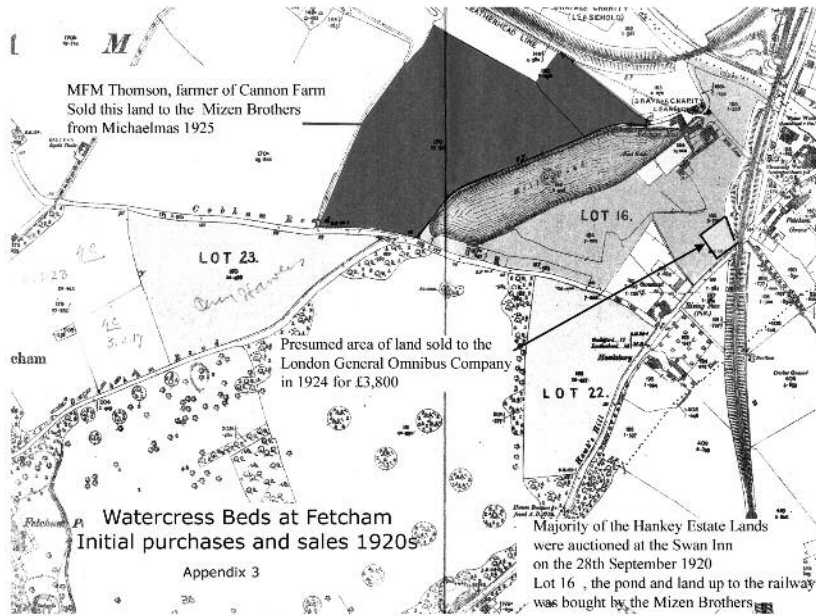
Appendix 1 Transcribed copy of the Tithe Map of 1791 showing principal farms



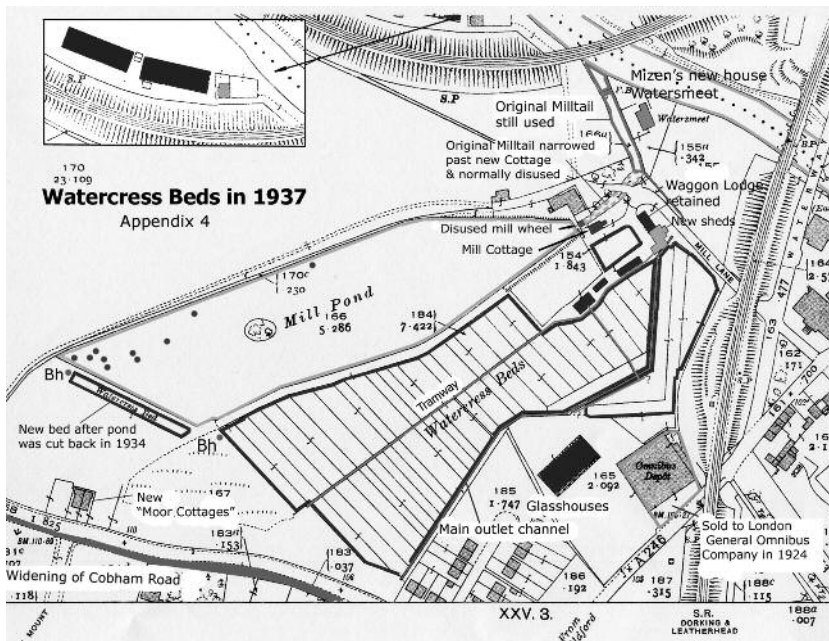
Appendix 2 Fetcham Mill & Pond 1896 Ordnance Survey



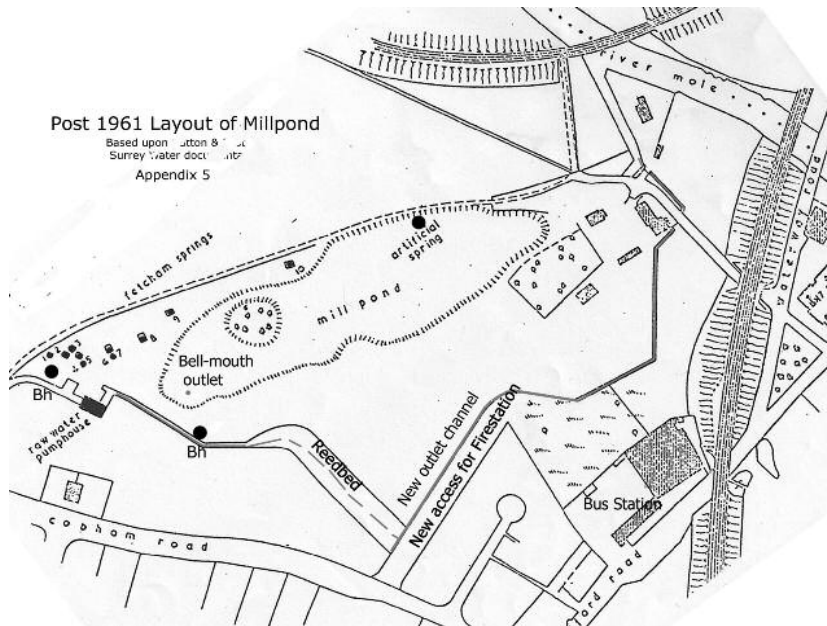
Appendix 3 Land purchased and sold by Mizen Brothers marked on 1920 Sale plan



Appendix 4 Watercress Beds in 1937 Ordnance Survey



Appendix 5 Post 1961 Layout of Millpond



Photograph 1 Aerial Photo 1934



Photograph 2 Aerial Photo 1934



Photograph 3 Aerial Photo 1934



THE ASHTEAD HOUSE ‘MILESTONE’

By Derek Renn

In his account of the local sheet of the First Edition of the one-inch Ordnance Survey map of 1816, Alfred Ruby (a former Honorary Secretary and later Chairman of this Society) stated that ‘.... a milestone was found in the grounds of Ashtead House, Ashtead, in 1949, and was re-erected by the owner (Major May) by setting into a wall in the garden.’¹ The date of the find suggests that the stone had been hidden during WWII to prevent it from giving information to an invader. The style of lettering (see figure) and the words Miles from the Standard in Cornhill LONDON recur on milestones elsewhere in Surrey with dates of 1743 1744, 1745 and 1747. No similar milestone of the Epsom-Horsham turnpike seems to survive.² Rocque’s county map of the 1760s numbers the milestone at the north end of Farm Lane as 16, and that at the south end of Woodfield Lane as 17, but the first edition of the one-inch Ordnance Survey map (1816) numbers them respectively 17 and 18 ‘from Cornhill’.

However, Mr Ruby went on to say ‘This particular stone must have come from the Woodcote to Leatherhead road and not from the Leatherhead - Ashtead - Epsom turnpike.’ He gave no reasons for his assertion, but two may be put forward:

(i) that the date on the stone is 1745, ten years before the Epsom-Horsham Turnpike Act³ and

(ii) that the turnpike road ran half a mile north and west of Ashtead House, whereas the Woodcote road passed very close to the house, and a stone of this size is unlikely to have been moved far.

Answering the first objection, the engraver may have made a mistake: there are now no milestones with 1750s dates in Surrey. To the second objection, exactly where the stone was found was not stated: the grounds of Ashtead House extended to within 300 yards of the turnpike and there is physical evidence of milestones being



Photograph of the ‘milestone’, 15in. x 36in., carved in white limestone and set in brick walling opposite the front door of no.1 Ashtead House and found nearby (grid ref. TQ 196584). (Photograph taken by Mr P.A.Ball, and now in the Society’s Ashtead archive AP30F.)

moved well over a mile.⁴

Mr Ruby may or may not have been right, but was it an ordinary milestone? Wherever it once stood, its inscription gives the mileage From the Standard in Cornhill London Over the Downs. The phrase and date echo those of an obelisk which once stood beside the Brighton road on Banstead Heath, at the junction of several tracks marked on Rocque's map as '14 Miles from Cornhill' and described more fully in 1801 as 'containing an inscription shewing it be

8 miles to Reygate

14 from Cornhill.

10 from Dorking, over Walton Heath,

3 from Epsom,

6 to Leatherhead, over Epsom and Leatherhead downs;

and to have been erected by a subscription of gentlemen in 1745'⁵

Like the road through Ashted, the Sutton to Reigate section of the Brighton road had a Turnpike Act in 1745 and had milestones by the 1760s, (listed in 1801 with the mileages from Westminster Bridge), so the obelisk there still served a useful function as a signpost to other destinations.

Was the Ashted House stone once part of a privately-funded signpost-obelisk, similar to that at Banstead, preceeding the Epsom-Horsham turnpike trust milesone by a decade? Thomas Beckford probably installed the sundial dated 1734 on what is now the Headmaster's House of the City of London School, and extended Ashted House about 1740.⁶ He may have decided to emulate the Banstead gentry with his own obelisk.

NOTES

1. Ruby, A.T. 1968 'Cartographical Survey of the Area: the Ordnance Survey of 1816' Proc. L&DLHS 3, 49-50.

2. At Capel there is a cast-iron plate '29/FROM/WESTR/BRIDGE' attached to a stone, replacing a similar one stolen in 1998; another plate used to be on a wall in Old London Road, Dorking. A more common type of milestone was reported nearby in 1985, but has proved inaccessible.

3. 28 Geo.II c.45.

4. Gollin, G.J. & Wollaston, H.W. 1979 History of Ashted House, Ashted, Surrey. Proc. L&DLHS 4, 63-69. A Bookham milestone was re-used at West Clandon: Renn, D.F. 1984 A 'Palimpsest' Milestone from Bookham. Proc. L&DLHS 4, 236-7. Another former Bookham milestone has been found in Mid Holmwood, and two milestones formerly on the A3 have been moved separately into private possession.

5. Edwards, J. 1801 A Companion from London to Brighthelmstone, in Sussex, quoted by Lambert, H.C.M. 1912 History of Banstead at p. 247. Obelisks might be erected by individual

landowners, for example Hadley Highstone (1740) at the junction of the Great North and Holyhead Roads, simply indicating the distances to two towns nearby, or the 'White Lady' (1767) on the Old Portsmouth Road near Sandown Park, giving eighteen destinations, ranging from 1 to 47 miles away.

6. A Royal Exchange firemark for 1746 was noted near the front door (note 4, above, p.64). See also Gollin, G.J. 1981 *The Beckford family and Ashted Proc. L&DLHS 4*, 134-40. Both papers were reprinted in Gollin G.J. 1987 *Bygone Ashted* (privately published).

WARTIME BOATS FROM COBHAM

By Peter Tarplee

In an operation organised in the grounds of a house on The Fairmile, in Cobham, many hundreds of ships were produced during World War II. This work was carried out under the guidance of Noel Macklin. Albert Noel Campbell Macklin was born on 28th October 1886, the son of Charles Campbell Macklin, a barrister, and Leslie Cordery. He attended Lee's School at Forest Row and then Eton between 1899 and 1901. When he left Eton, Macklin devoted much of his time to motor racing at Brooklands and elsewhere. He was also a successful amateur jockey, a big-game hunter, a first-class rifle shot and a member of the English hockey team. Like many of his period and upbringing, he was a keen motorist. He taught himself at age 15 in his father's car by circling the Albert Hall, and ten years later he had progressed to owning a Fiat Mephistopheles in which he was timed by the police travelling at 83 mph at a time that the national speed limit was 20 mph.

In the First World War, whilst serving in France with the Royal Horse Artillery, he was wounded and invalided out in 1915 as a captain. After a period of convalescence he joined the Royal Naval Volunteer Reserve as a Lieutenant and served with the Dover Patrol from 1916 to 1918.

Between the wars he was interested in both flying and motor racing, and became involved in car production. In partnership with Hugh Eric Orr-Ewing (who had married Macklin's ex-wife) Macklin produced Eric-Campbell racing cars. These were assembled from proprietary components at the Handley-Page factory at Cricklewood. In 1920 he set up his own assembly operation in the back garden of his home, Glengarriff, to the west of Cobham. Here he produced the Silver Hawk sports car which was an Eric-Campbell design with a Coventry-Simplex engine. After having made about a dozen cars, the Silver Hawk Motor Company was wound up in 1921.

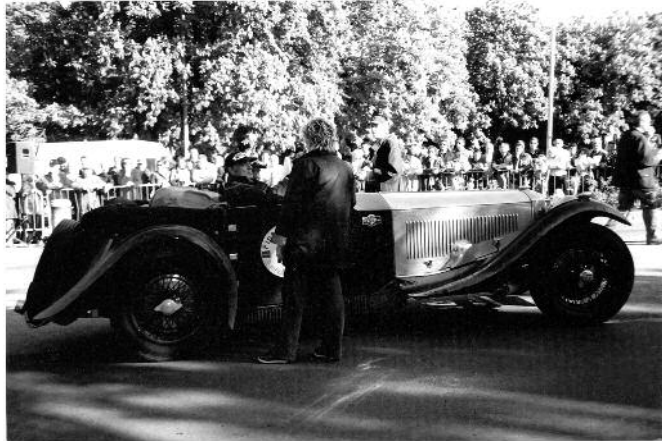
At this time Noel Macklin moved to Fairmile Cottage, opposite where the Fairmile Hotel is now, and in association with his neighbours Philip and Oliver Lyle (of the sugar company), he set out to produce a car which required the minimum amount of gear changing. One of the pre-requisites of



Fairfield Cottage, Cobham

the car was the ability to start on and climb Guildford High Street in top gear. He first experimented with steam cars made in America, such as the Stanley cars assembled in Ashted and then, with Parry-Thomas, developed the Invicta cars. These again were assembled from proprietary parts using first Coventry-Simplex and, later, Meadows engines. The Invicta company did not provide the bodywork, as the chassis was delivered to a coachbuilder of the customer's choice for completion. From 1925 no fewer than 100 of these high-priced sports-tourers were produced in Cobham, mostly using the 6-cylinder Meadows engine. Meadows engines were also used by other makers including Aston-Martin and Lagonda (which were made in Staines). In 1932 Invicta introduced a smaller car using a Blackburne engine made in Bookham. In 1933 the Invicta company was bought by Lord Fitzwilliam and moved to Chelsea.

At the same time Macklin developed the final make of car with which he would be involved in producing at the Fairmile Works, the Railton. This was a modified Hudson Terraplane car; the chassis were delivered from the Hudson works at Chiswick whilst the bodywork was made by various outside firms. A number of different models were produced including the Challenger, the Cobham, the Claremont, the Little Cobham and the Little Fairmile. Between 1933 and 1938 about 1500 Railton cars had been made in Cobham; 27



4.51 *Invicta* car Mille Mignia race

of these were fitted with fabric roofs for use by the Metropolitan Police to facilitate radio reception. In 1939 Railton Cars was sold to Hudson Motors, who continued to make them until 1949.

Possibly as a result of his experience with the Dover Patrol in the Great War, Macklin decided that, with the coming war, there would be no demand for the cars he had been producing but that there would be a need for a large number of small coastal boats. He had read an article by Vice-Admiral C. V. Osborne about the urgent need for anti-submarine vessels, and he decided on the design and method of construction as well as the engine power needed. Macklin set up the Fairmile Marine Company and, using his motor manufacturing engineers and a naval architect, he started work in his car-building sheds at The Cottage. Osborne had retired from the navy in 1933 and was employed by Macklin as a naval adviser. When war was declared, he was appointed Director of Censorship at the Home Office, but he resigned in January 1940 to become joint managing director of Fairmile Marine until he was recalled to the Admiralty in 1941.

Although the Admiralty refused to place an order, Macklin was so convinced of the need for these craft that he went ahead with constructing his first Fairmile launch. It was built at Woodnut's yard at Bembridge on the Isle of Wight but, before it was half finished, the Admiralty realised that war was

imminent and in June 1939 they confirmed the order. In September they ordered another eleven of these Fairmile "A" types, together with 13 of the design "B" launches which had been developed with the assistance of the Admiralty designer W. J. Holt. At this point Macklin realised that he would not have sufficient capital to order the necessary material, and his Fairmile company virtually became a department of the Admiralty, although he insisted that he and his staff would retain their commercial operation.

Macklin's organisation realised that the traditional boatyard building methods would not produce the required output and that the usual suppliers of parts for boats were already overstretched, and so he arranged to get most of the work done using unusual makers and suppliers. The propeller shafts were produced by a linoleum manufacturer, a wire netting maker produced the rudders whilst the propellers were cast by a bell foundry. The wood for the hulls was cut by a company at Brentford who used around 100,000 cu ft of various types of timber, half of which was mahogany for the hulls. The joinery was carried out by a number of furniture makers such as Mullards (subsequently MFI), Gee, Parker Knoll, and Heals, as well as makers of greenhouses, pianos and garden furniture.

The total staff at the company grew to 550, who carried out the design and planning for the production of all the Fairmile launches which were built on 140 slipways in 45 boatyards around Britain. Supervision, as well as the co-ordination of all deliveries, was provided by the Cobham-based staff. The company also took over Heywood Manor on the other side of the main road, where they built an air-raid shelter which remains in the grounds of Cobham International School. In total 883 Fairmile boats were made, 703 in the UK, and parts for 180 boats were sent overseas for construction there. The production rate reached 17 per month. These 110 ft. long boats were made using the first pre-fabricated mass build system. The frames were of bonded plywood with double diagonal mahogany planking, joined together with a recently-developed epoxy glue.



A *Fairmile* launch in service
(Photo courtesy of the Imperial War Museum)

All the Fairmile launches used engines supplied by the USA under the lend-lease agreement, and training in the use of these was given to naval personnel at Cobham. At the start of the project, Reid Railton had been sent to the USA to find a source of suitable engines; he decided that the Hall-Scott 600 hp Defender engine would be suitable and Macklin obtained the sole concession for these for the UK and Europe. Railton returned to America and remained there as a British representative to co-ordinate the supply of engines. After a while Packard engines were used, as Hall-Scott could not cope with the demand.

These Cobham-designed boats were equipped for various tasks such as motor torpedo boats, motor gun boats, rescue motor launches and harbour defence launches. At the end of the war, Macklin was knighted for his work in developing these craft and the construction methods. An example of the regard in which this company was held, and the scope of their achievements, may be seen from this letter sent to them from the Admiralty in August 1943:-

Gentlemen,

I am commanded by My Lords Commissioners of the Admiralty to express to you, on the occasion of the handing over of the 500th vessel built by your organisation in the United Kingdom since the beginning of the war, Their appreciation of the notable service you have rendered to the Navy. I am more particularly to mention the high regard which My Lords hold the Head of your organisation, Mr N Macklin.

My Lords are impressed by your achievement, which has been remarkable. You have on a number of occasions attained a monthly output of over 20 craft. In addition to the craft which you have built at home, you have shipped abroad in their several parts for assembly on arrival about 150 craft of the ML type. These have gone to such widely distant places as Alexandria, Australia, Bermuda, Cape Town, Dar-es-Salaam, Hong Kong, India, Jamaica, New Zealand and Singapore.

Your organisation has undertaken many repairs and has provided much expert advice. It has carried out design work, production of drawings and experimental work.

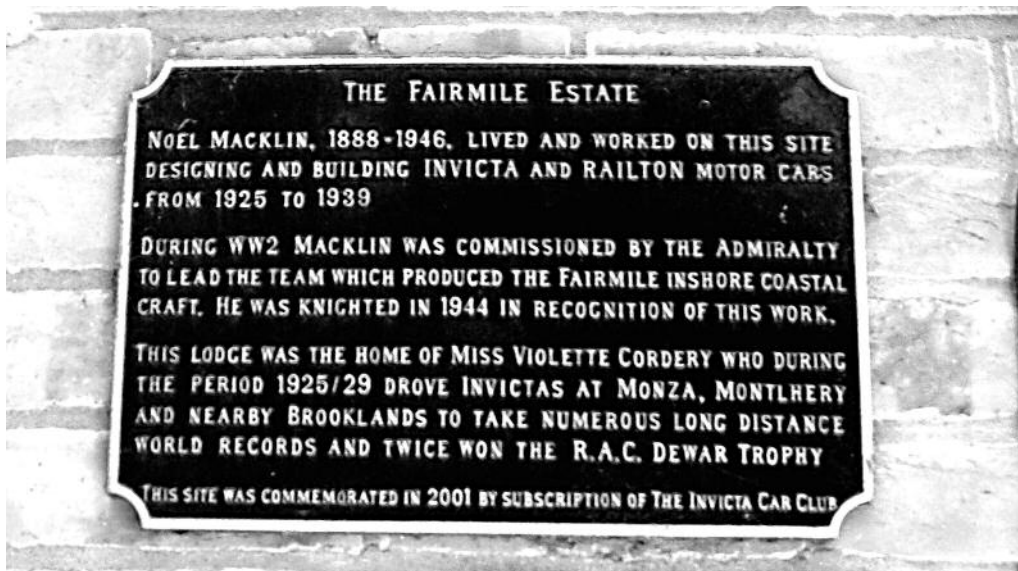
Your record is one of which you have reason to be very proud, and My Lords hope that you will cause Their congratulations to be conveyed to everyone whose efforts have contributed to its achievement.

I am, Gentlemen.

Your obedient servant,

H V Markham Fairmile Marine Co., Cobham, Surrey.

After the war, Macklin tried to develop the same methods for the production of pre-fabricated homes, but this was not adopted by the government of the time. Fairmile (Marine Consultants) Ltd. set up in Cobham and they moved to Fairfields, Green Lane – just around the corner from the Cottage. They remained here until 1984, during which time their shipbuilding operations took place in Berwick-on-Tweed. The Fairmile Works was leased to Plessey in 1949, where they carried out work for the Admiralty in what became known as the Cottage laboratories. They left in 1963, and from 1968 until



Plaque on *Fairfield Lodge*, erected in 2001

1995 the building housed the Admiralty oil laboratory. The house and outbuildings, with the exception of the Lodge, were demolished in 1998 and were replaced by a new office block, *Monro House*. In 2001 a commemorative plaque marking the achievements of Noel Macklin was unveiled on the wall of the Lodge, which is now the office of *Riverside Tanker Chartering Ltd*.

Noel Macklin died in November 1946 and in an obituary Vice-Admiral Sir Francis Tower wrote:-

His production methods were revolutionary in this country and in the early days there were plenty of sceptics. But not only were those prophets confounded, but the results achieved beat even Macklin's ambitious aims. We should indeed have been in terrible difficulties at sea without the small fighting vessels produced by the *Fairmile Marine Company* under Macklin's direction and leadership.

Among his many virtues Noel Macklin possessed abundant charm. Unlike many men with first-class brains he was never impatient. He suffered fools gladly and was always ready to discuss difficulties and produce solutions, even when his own intelligence must have convinced him that the obstacles were trivial. No matter what problems were put to him, and there were many, I do not think he ever confessed that they were insurmountable. And in the event he was right. To his friends his loss is irreparable, and the country has never had a more public-spirited worker or one who gave so much without seeking reward for himself.

What happened to the hundreds of *Fairmile* launches built during the war? Obviously many were scrapped and others had been lost in the war, but the future life of a few of them may be of interest. Only a few were retained in service; some were loaned to *Sea Cadet* and *Sea Scout* groups, some were transferred to the *RAF* for conversion into *Long Range Rescue Craft*. Others of the surviving vessels were used as pleasure craft and ferries, some as house boats and others as luxury motor

launches.

One company which purchased four Fairmile was the Western Ferry Service which operated a service across Torbay in Devon. They purchased a total of four Fairmile launches:-

RML 535, Western Lady I, built by William Weatherhead & Son of Cockenzie in 1941. This was withdrawn from service by the Western Lady Ferry Service after some years.

RML 542, Western Lady II, built by Austins of East Ham in 1942. She was operated by the ferry company from 1947 until 1955 when she was sold and converted into a luxury motor yacht.

RML 497, Western Lady III, built by the Southampton Steam Joinery Company Ltd in 1941. Purchased in 1947 and operated for many years in Torbay.

RML 526, Western Lady IV, built by the Solent Shipyard in Lower Swanwick and entered service in 1942. On release from the navy she was sold to someone who started to convert her to a private yacht called Anbrijo. After being used for some activities of dubious legality between Gibraltar and Tangiers she was sold and purchased for the ferry service in Torbay.

The Western Lady Ferry Service lovingly restored and maintained these boats at the Dolphin Shipyard at Galmpton Creek on the River Dart and, as far as possible, kept them as they had been



A Fairmile launch used as a pleasure craft after the war.
(Photo courtesy of Greenway Ferry Company)

during their wartime service. Their routine was to operate the ferry and excursion services through the summer months and maintain and conserve the craft throughout the closed season. The boats were little changed from their war-time days except that Gardner diesel engines replaced the Hall-Scott petrol engines which had been returned to the USA at the end of the war. As far as possible the owners kept the Fairmiles as close as possible to their wartime design but, as the boats aged, the amount of maintenance increased.

As times changed and Beeching closed the Brixham railway, the demand for these trips was not maintained and so the service was reduced. However, these World War II boats were still in service until a few years ago and had been carefully restored and conserved at the Dolphin Shipyard at Galmpton Creek on the River Dart. However, when they had reached 65 years of age, of which they had spent 60 as pleasure boats, it was decided that the Fairmile launches could not be operated economically owing to the amount of care and maintenance required, and so they replaced them with purpose-built steel-hulled boats.

Western Lady I is still at the boatyard, but is deteriorating and it will be dismantled if and when the owners can bear to do so. Western Lady III was sold to the Swanage Heritage Fleet to operate between Portland and Weymouth and so she returned to the area where she was stationed during her wartime duties. However, it was found impounded and rotting in Poole Harbour by the Greenway Ferry Company. They bought the vessel after paying off the debt, restored her and it has been back in service in Tor Bay since 2009. The boat has now been re-named The Fairmile, is in effect a floating museum and is said to be the last Fairmile launch still in working order. Western Lady IV was bought in 2006 as a permanent home, which after conversion, would have four cabins, three double and one single, a large living room, a living room, a galley, a bathroom and additional heads. The boat has since been sold on to other new owners.

The following brief notes will give some indication of what happened to some other Fairmile craft.

One Fairmile boat was the Anzio; after the war this was adapted for excursion work and with its sister craft Dunkirk and Matapan provided excursions from Bournemouth and also Eastbourne. Matapan was later named Poole Belle II.

ML 162 Golden Galleon was transferred to the Royal Netherlands Navy after the war. It was sold off after two years and taken to Great Yarmouth for conversion to a passenger vessel as Golden Galleon, taking up to 150 passengers for trips along the East Anglian coast and the Norfolk Broads. By the 1990s she was neglected and eventually the Broads Authority disposed of her.

ML 293 Hutchinson was, after the war, at first used as a pleasure boat, the Southern Princess at Great Yarmouth. Later it was leased to the Humber Conservancy Board as a survey vessel and worked on the new Humber Bridge. Following this it was sold to Holland and, when it returned to Britain, it was classed as derelict following a collision. It was repaired and used by Naval Cadets in Bristol, and later moved to Plymouth before disposal in 2004

ML 357 Jamaican Moon was one of the few remaining Fairmile launches. In May 2011 it was being used as a houseboat at St Osyth when fire broke out, causing serious damage. The boat was undergoing renovation by its owner who was living on board, and he intends to return to the boat and

complete his work.

MGB 325 Eidolon is one of three Fairmile C launches and was last known as a house boat at Hayling Island.

As we approach the time when all trace of these craft, whose construction was organised in a works in Cobham, will have disappeared it is worth reminding ourselves that the success of these Fairmile launches was due almost entirely to one man, Noel Macklin. Though he is remembered today for producing cars such as the Invicta and the Railton, his wartime contribution of turning out so many small boats from his Cobham operation is hardly mentioned.

Further reading:-

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A NEW JANE AUSTEN CONNECTION

By W E Whitman



Monument to *Colonel Thomas Moore* in St Nicolas Church in Great Bookham

In the North Aisle of St Nicolas, Great Bookham is a fine monument to Col. Thomas Moore [ref], who was buried in the Chancel in 1735.

The inscription on his monument reads , in part:

“To The Memory of of Coll: THOMAS MOORE of POLESDEN in this Parish, Younger Brother to ARTHUR MOORE of FETCHAM Esq’r He commanded a Regiment of Foot in the Service of Queen Anne; & was in the Year 1713 Created Receiver & Paymaster, to take care of the Pay of Her Majesties Land Forcesas had been under the care of JAMES BRYDGES Esq’r as Paymaster thereof.....”

James Brydges was the eldest son of Sir James Brydges, d 1714 who was 8th Baron Chandos of Sudeley. Our James became Viscount Wilton & Earl of Caernarvon in 1714 & in 1719 1st Duke of Chandos ‘for no apparent reason’. In 1713 he married as his 2nd wife Cassandra Willoughby.

His sister, Mary, married Theophilus Leigh and her second son Thomas was the father of

Cassandra Austen, mother of Jane Austen. There were at least five Cassandras among the descendants of Mary Brydges.

James Brydges had become immensely rich while Paymaster General to the Land forces in Europe; he was a patron of Handel, [The Chandos Anthems] and a Governor of the new Foundling Hospital. He lost most of his money in the 'South Sea Bubble', a widespread speculation combined with great corruption.

When the executors of William Moore arranged the erection of the two Moore memorials Admiral Geary who owned the Advowson objected and was paid a fee of ten guineas to secure his consent. The two monuments were moved to the North Aisle in 1885.

Reference

Godfrey. B. E. 'Memorials to Thomas and William Moore in St Nicolas Church, Great Bookham.'
Proc. L. & D. L. H. S. Vol 6, 5, p108, 2001.

PUBLICATIONS

The Society has published or compiled a number of books on the local history of the area, and the following are still available (prices include p&p):-

<i>History of Fetcham</i> , edited by Jack Stuttard, 1998.	£8.95
<i>Bookham in the Twentieth Century</i> , by Bill Culley, 2000.	£6.50
<i>History of Headley</i> , edited by Jack Stuttard, 2001.	£7.95
<i>Archive Photographs Series – Leatherhead</i> , compiled by Linda Heath, 1996.	£12.99
<i>Leatherhead and District. Then and Now</i> , compiled by Linda Heath and Peter Tarplee, 2005	£12.99
<i>Leatherhead, A History</i> , by Edwina Vardey, 2001.	£15.99
<i>The Swan Leatherhead and its Brewery</i> , by Mary Rice-Oxley, 2001.	£5.95
<i>The Inns and Public Houses of Leatherhead and District</i> , by Goff Powell, 2006.	£5.50
<i>Over the Bridge</i> , by Brian Hennegan, 2009.	£6.50
<i>Past Industries of Ashtead, Leatherhead and Bookham</i> , by Peter Tarplee, 2010.	£8.99
<i>Railways around Leatherhead & Dorking</i> , by Peter Tarplee, 2011.	£10.00
<i>Over the Bridge, the Southern Side</i> , by Brian Hennegan & Goff Powell, 2011.	£9.00
<i>Leatherhead in Georgian Days</i> , by Linda Heath, 2012	£6.00
<i>The Bookhams in World War II</i> , by Bookham U3A Military Group, 2012	£10.00

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64, Church Street, Leatherhead, KT22 8DP.
Cheques should be made payable to “L&DLHS”

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Published by the Leatherhead & District Local History Society

Printed by Surrey Litho Ltd, Units 48 & 49 Bookham Industrial Park, Church Road, Great Bookham, Surrey KT23 3EU