PROCEEDINGS

OF THE

LEATHERHEAD & DISTRICT LOCAL HISTORY SOCIETY

VOL. 2 No. 8

1964

SECRETARIAL NOTES

THE FOLLOWING Lectures and Visits were arranged during 1964:—

February 26th	Lecture: "Recent excavations in Ewell by the Nonsuch and Ewell Antiquarian Society", by N. H. Nail.
March 20th	Annual General Meeting, followed by "Animal, Vegetable and Mineral".
April 22nd	Lecture: "Bygone Bookham", by S. E. D. Fortescue.
June 4th	Lecture: "In search of a Grandfather in Finland", by Mrs. E. Taylor.
July 11th	Visit to Ashtead Church; described by the President.
August 8th	Visit to Museum of Rural Bygones, Wonersh.
August 22nd	Visit to Hatchlands.
October 3rd	Visit to Sutton Place, Guildford.
October 30th	Lecture: "Recent discovery of Roman Ship at Blackfriars", by P. Marsden.
November 18th	Lecture: "Wind and Watermills", by A. Stowers.
December 5th	Lecture: "Edmund Tilney—a contribution to the Shakespeare quatercentenary", by F. B. Benger.

No. 7 of Volume 2 of the *Proceedings* was issued during the year.

EIGHTEENTH ANNUAL GENERAL MEETING

Held at the Council Offices, Leatherhead, on Friday, 20th March, 1964

THE REPORT of the Executive Committee and the Accounts for the year 1963 were adopted and approved. Officers of the Society were elected as shown below.

OFFICERS FOR THE YEAR 1964

President: CAPT. A. W. G. LOWTHER, F.S.A., A.R.I.B.A.

Chairman: A. T. RUBY, M.B.E.

Hon. Secretary: J. G. W. LEWARNE
(69 Cobham Road, Fetcham, Leatherhead, Surrey. Tel. Leatherhead 3736)

Hon. Treasurer: W. T. BRISTOW
(Lloyds Bank, Leatherhead, Surrey)

Hon. Programme Secretary: MRS. B. HAYNES
(Sans Nom, Fir Tree Road, Leatherhead. Tel. Leatherhead 3549)

Committee Members: F. B. BENGER, S. E. D. FORTESCUE

Hon. Librarian: T. C. WILLIAMS, The Mansion, Church Street, Leatherhead

Hon. Editor of the Proceedings: F. B. BENGER
(Duntisbourne, Reigate Road, Leatherhead. Tel. Leatherhead 2711)

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Leatherhead and District Local History Society
Vol. 2, No. 8
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THE SHARNWELL

ON THE SOUTHERN SIDE of the drive from Dorking Road to Thorncroft House, Leatherhead, almost opposite the lodge building, a spring of clear water emerges from a culvert and by a short brook joins the river Mole. The source of the water, no doubt, is in the chalk to the east, and its clarity may be due to filtration by the gravels of Elm Bank. The older inhabitants of Leatherhead claimed that the water was of value in the treatment of minor eye ailments (which the writer may support from his own experience). It is possibly of a mildly chalybeate character, though it is not known to have been chemically analysed. The spring is mentioned in Manning & Bray's *History of Surrey* 1804–1814 (Vol. II, p. 666) and William Cotton, in the valuable historical notes appended to Miss Mary Drinkwater-Bethune's poem *The River Mole or Emlyn Stream* 1839 (p. 29) adds the information that in old deeds it was called Sharnwell. It will be recalled that in the earliest known Court Roll of the Manor of Pachenesham, 1319, the name of Cecily de Scharnwelle occurs (see *Proceedings*, Vol. II, No. 6, pp. 170–175) and that Mr. John Harvey, F.S.A., in his accompanying article wrote that this name probably derived from a place—"The Scharnwelle or muddy spring may have been anywhere". Before the spring was run through a culvert it probably fell direct on to the alluvium of the river and produced a muddy patch. It seems just possible that the habitation of Cecily or her forbears was hereabouts.

F. B. B.

The following note has been kindly sent by Mr. T. E. C. Walker, F.S.A.:—

THE CHASE OF HAMPTON COURT

LOSELEY MANUSCRIPTS Nos. 718, 719, 721, at Guildford Muniment Room, deal with the construction of the fence round Henry VIII's Chase of Hampton Court in 1537–8. The Chase was outside our Society's area, but some of the timber for the fence was taken from Ashtead Common, Bookham Common, and the Nockett at Eastwick Park, Cannon Court at Fetcham, Leatherhead Common, and Mickleham. Ashtead and Bookham Common also supplied timber for Nonsuch.[1] No payment for the trees is recorded, but cartage came to 2d. a mile. One of the carters was John Rummyng who in November 1537 received 3s. 4d. for conveying four loads of pale timber from Epsom Park and Common to Fairmile and Chargate. Richerd Lethered was paid 5d. a day as a paler, Hary Lethered 5d. a day as a ditcher, and William Lethered 4d. a day as a quicksetter or planter of bushes along the fence.

We are indebted to Mr. John Harvey, F.S.A., for the following note:—

THE ORIGIN OF THE NAME POLESDEN LACY

THE ORIGIN of the "manorial or pseudo-manorial addition"[1] (Lacy), now mistakenly attached to the former manor of High Polesden in Great Bookham,[2] has hitherto remained mysterious. The source has now been revealed by the publication of volume V of the *Calendar of Inquisitions Miscellaneous*.[3] This shows that on 12th November, 1387, an inquisition was taken at Kingston-upon-Thames before Robert Loxle, escheator in Surrey, and that it was found that: "John Lacy gave no lands to the prior or convent of Merton, but during his life gave all his lands in Co. Surrey in fee simple to Robert Charleton, John Cassy, Nicholas Slyfeld and John Holte of Merton according to his charter thereof. The

1. J. Dent, *The Quest for Nonsuch*, p. 275.

prior occupies and takes the profits of the said lands, which are in Chysynden, Hoke, Talworth, Longeditton and Polesden, but the jurors do not know by what title he does so, though he claims them as his by the common report of the country. They are worth £6 net yearly. No part of them is held of the king in chief."[4]

The date of the transaction by which John Lacy left his estate to feoffees must have been within the half-century preceding the inquisition, since Nicholas Slyfeld was doubtless the lord of that manor in Great Bookham, who succeeded his father John Slyfeld in 1329 as a child, and died *c.* 1395. He was a Collector of the Tax in Surrey in 1360, was one of the Knights of the Shire in the Parliament of 1382–83, and sat on Commissions of the Peace for the county in 1389, 1390, and 1394.[5]

NOTES

1. J. E. B. Gover, A. Mawer and F. M. Stenton, *The Place-Names of Surrey* (English Place-Name Society, Vol. XI), 1934, 100.
2. For the confusion between the distinct manors of High Polesden in Great Bookham, and Polesden Lacy (or Lacey) in Mickleham, see J. H. Harvey, "Polesden: the Name and the Place" in *Surrey Archaeological Collections*, Vol. L, 1949, 161–4. The two manors came to be held together by the Geary family in the eighteenth century, after which the suffix properly belonging to the Mickleham estate became transferred to the capital messuage in Great Bookham, for whose history see F. B. Benger, "Polesden, Great Bookham" in *Proceedings*, Leatherhead & District Local History Society, Vol. 1, No. 9, 1955, pp. 25–29.
3. *Calendar of Inquisitions Miscellaneous* (*Chancery*), V (1387–1393), H.M.S.O., 1962.
4. *Ibid.*, No. 122, p. 94, from Exchequer Enrolments of Inquisitions 256, fourteenth entry. It is perhaps worth noting that the entry in the index wrongly identifies Polesden Lacy as being in Great Bookham, whereas the reputed manor as held by Merton Priory lay entirely in the parishes of Mickleham and Dorking.
5. G. N. Slyfield and J. H. Harvey, *Slyfield Manor and Family of Great Bookham, Surrey*, 1953.

THE CARTOGRAPHICAL SURVEY

THE CARTOGRAPHICAL SURVEY will be continued in the next number, when the tenth of the series will deal with the Fetcham Tithe Map of 1791, which will be described by Mr. J. G. W. Lewarne.

WILD-LIFE CHANGES NEAR LEATHERHEAD

By H. W. MACKWORTH-PRAED, F.R.G.S., F.R.E.S.

IT MAY NOT be thought out of place to include in these *Proceedings* an account of changes that have been noticed in the relative prevalence of the fauna of an area within walking distance of Leatherhead, and which may to some extent be typical of the district as a whole. The period covered is the fifteen years from 1950 to 1964, during which many natural or man-made events have affected the wild-life of Surrey, and the area of observation taken is the western half of the parish of Headley. If, for instance, one leaves Leatherhead by the Reigate Road, and, on reaching the crest beyond Tyrrells Wood golf course, one turns right along the bridle path running along the crest to Mickleham Gallops, there are many places from which this area can be viewed. Near at hand are the slopes of the Little Switzerland valley, farmland and rough fields of chalk downland, with some recent conifer plantations and older woods of coppice and standards. Beyond is Headley Heath; 500 acres of bracken, heather and gorse on Tertiary deposits overlying the chalk, colonized since the War by birch scrub, and much frequented by visitors. To the north is Nower Wood, a privately-owned and secluded area of mixed woodland with dense undergrowth which makes its penetration difficult. The total area of rather over a square mile thus exhibits a considerable contrast in scenery and vegetation. During the years mentioned a record has been kept of species encountered, and though observation has been far from continuous, it has probably been sufficiently consistent over the period to form an estimate of the fluctuations in certain species.

Taking the larger animals first, a notable event has been the advent of the roe deer. In 1962 roe were reported in the lower part of the Headley-Mickleham valley, but during the long snow of early 1963 no tracks were seen in Headley. During the summer of 1963 roe were reported on several occasions, and in 1964 were frequently seen throughout the area, usually singly, but sometimes two or three together. It is probable that they will increase, at least until their depredations on plantations or crops provoke counter-measures.

Badgers and foxes seem to have more than held their own in numbers. The badger setts along the lower slopes of the valley are much used, and one or two fresh setts have been established in the last few years, while another has been taken back from foxes which used to share it. Their insistence in keeping exactly to their old established tracks has led to difficulty in fencing for forestry work, since they will tear a hole in the rabbit wire rather than go round it. This is being overcome by using badger gates of the swinging door type, as has been tried out successfully by the Forestry Commission—badgers push through the door, but rabbits do not. Their numbers seem to be slowly increasing, although some are killed each year by traffic at night.

Fresh fox earths have been established in most years, and unlike the badgers, the animals are often seen in daylight. During the snow of early 1963 their tracks could be seen all over Headley Heath, and there are few gardens in the district into which they do not come at night. It is several years since the local hunt visited the district, and some control over the increase in numbers has had to be effected by gassing.

Rabbits, even before the last war, were not as numerous as at the beginning of the century, when Warren Farm deserved its name, and a thousand or more were shot in a day along the valley sides. But they were still plentiful, until myxomatosis spread in 1954, and by 1955 they were wiped out. In 1957 they were increasing again, but the activities of the recently established Rabbit Clearance Society checked their numbers, and have controlled it since. This has mostly been by gassing, but some shooting has been carried out in the early mornings on Headley Heath by the Pests Officers, who have had rides cut through some of the thick undergrowth where other means of control is impracticable.

The Rabbit Clearance Society has also arranged some shoots by headlights after dark on the stubble fields in autumn, resulting in bags of fifty or so in the season in one field alone.

Hares have declined in numbers: they were never as common as in the Ashtead district to the north, and are now seldom seen. Grey squirrels remain only too common, but stoats and weasels have not been as numerous as formerly, and are only seen occasionally. Hedgehogs remain common, in spite of heavy casualties on the roads. Moles appear to be increasing.

No major changes in reptiles and amphibians have come to notice. Slow-worms and grass-snakes are not uncommon, but no adder has been reported recently, and the finding of a South American species of boa-constrictor on Headley Heath after the fire in 1956, and apparently alive before it, remains an unexplained mystery. A drought in 1959 caused a spectator to summon the R.S.P.C.A. and the Fire Brigade to the aid of stranded fishes in the Brimmer Pond on Headley Heath. About a dozen were evacuated to a tank in my garden, and returned the following winter. They were goldfish, which had lost their gold colour, and grown to a length of about nine inches.

Many species of birds have vanished from the area or declined noticeably in numbers over the last fifteen years. Factors contributing to this decline would appear to include: (a) increased use of toxic chemicals by farmers and gardeners; (b) increased disturbance by visitors, both riders and walkers, and their dogs; (c) increased numbers of egg-eaters, such as crows, magpies, and grey squirrels, and also of cats; (d) scrub spreading over the clearings needed by some species; (e) the hard winter of 1962–63 and, more locally (f) the fire which burnt half of Headley Heath one day in the nesting season of 1956. Against these we have (a) the changes in farming practice which have helped certain species, mainly the commoner ones; (b) the increase in evergreen trees—yew, holly, spruce. and pine—giving winter protection; (c) the increase in houses and gardens, and of winter feeding of birds by their occupiers; and (d) the decrease in keepering. Gamekeepers kept down the number of jays, magpies, and crows, but their larders often included birds such as hawks and owls.

Of the larger birds, buzzards have not been seen for many years—previously there was usually a pair about the valley, and their mewing could often be heard as they soared above it. Once one was seen to "buzz" a heron, a remarkable sight! Sparrow-hawks have also gone; though one was seen three times in 1964 further down the valley. The kestrel has returned recently after a gap of a few years, but is not as common as before. The night-jar, which used to be such a feature of the district, is hardly even seen or heard now, though at least one pair bred in 1963. Pheasants have increased through infiltration from properties where they are reared for shooting, but partridges are only occasionally seen on the farmland, where up to ten years ago there were always three or more coveys. The French partridge has not been much in evidence since the war, but occasional birds are seen. Woodcock breed in the area, and are sometimes present in considerable numbers in winter. Pairs of mallard visit the few ponds each spring, but none of these is safe from foxes; possibly they may be able to breed in the fenced lagoon being made for the Boxhill drainage scheme at the southern end of Headley Heath. Plover seldom visit the area, though common a mile to the north. Rooks have declined in numbers, but their place on the farmland has been more than taken in the last two or three years by large flocks of gulls. Where these roost is not known; perhaps the Thames valley reservoirs, since they flight north-westwards each evening. A large flock of feral pigeons has also been visiting the farmlands recently, often outnumbering the wild pigeons present.

Other species which have noticeably increased over the period include the starling and house sparrow, which benefit from intensive farming, and garden birds, especially song thrushes, blackbirds, and tits, and also the bullfinch.

It is not the purpose of this article to list the many other species of birds more or

less commonly found in the area, but whose numbers have not altered strikingly in the period under review, except through temporary variations due to hard winters; nor the rarities which visit us from time to time. About 70 species have in fact been recorded over the period.

For reasons for changes in the relative abundance of insects, we need to seek more detailed causes. For many these lie in the changes in the food plants available to the larvae. For butterflies for instance, three main factors have affected the area, two of them connected with farming practice. Firstly the weed control on farmland has increased through chemical and other means, so that many of the food plants have been reduced. Secondly, there has been a change in the crops grown for silage from lucerne to various forms of grasses. A third factor is the reduction in rabbit numbers. The effect of this last is twofold; on the one hand the increase in plants previously eaten by the rabbits has provided more food plants for some species. But against this there is the reduction in certain other plants through their stifling by scrub or by grasses which were formerly eaten by the rabbits. For instance, the rabbits used to browse the top of the many anthills on chalk downland, allowing the thyme to flourish; now it is choked by coarse grasses. The same is true of some of the vetches, and this particularly affects some of the blue butterflies. Fritillaries however have increased, through the violets (which are their food-plant) not being cropped by the rabbits.

Thirty-six species of butterflies have been recorded in the area—rather over half the number of recorded British species. All are fairly commonly distributed in the south of England. Three species have increased: the Comma is more plentiful than formerly, being seen several at a time in gardens in the late summer, and again after hibernation on sunny days in early spring. The large Dark Green Fritillary has increased, and is often seen flying over the downland and settling on the thistles. The Duke of Burgundy has also increased, especially in an area where clearance of scrub has allowed the spread of the cowslips which are its food plant.

The fields of lucerne, which until 1958 used to border the chalk downland, were harvested for silage, or grazed, several times a year, but it often happened that in late summer they came into flower before being cropped. They were then alive with butterflies and were visited by almost all the summer species, particularly the Chalkhill and other blues, and, later on, the Clouded Yellow. However, since 1958 the Chalkhill and Azure blues have not been seen in either of their two former habitats, while the Silver Spotted Skipper, which used to occur in one of these, has not been seen since 1954. Another casualty has been the White Admiral, not seen since 1956, possibly because of the spread of scrub in the clearings which it used to frequent, as well as the decrease in its food-plant—honeysuckle —in the woods.

It will be seen from the foregoing that the species of wild-life lost exceeded the gains. This applies to plants also, and very few of those lost will be able to return again. Some which are lost through natural occurrencies, such as severe weather, may re-colonize later. Some which are extinguished by man-made events, the use of toxic chemicals for instance, may be able to re-colonize if we control the use of these. Their niche is still vacant if they are able to survive till conditions allow them to re-occupy it. But for many species there is no niche left—the birds that are driven out by the increased disturbance, the butterflies whose food plants are choked by the grass the rabbits used to eat, the orchids whose habitat is swamped by scrub—they are true losses, because the cause of their loss is continuing and increasing all over the county. And they will not come back if there is nowhere for them to survive and come back from.

In former days the landowners were able to "carry" many species: they liked to see them about; it did not cost much to keep the scrub cleared and the rides open, and to

grow crops that added to the pleasantness of the countryside, even if they were not the most profitable. But now they cannot do so—woods must be cleared of unprofitable trees, fields must be cultivated right up to the hedges, and the hedges themselves are a waste of ground, only useful to nesting birds. They must be grubbed out and replaced by wire, which does not need so much labour in maintenance; or the fields joined together without them. And pressure on land increases all the time—new roads, new building, increased use of what little remains unbuilt on. The outlook for wild-life is poor.

It is for these reasons that all over England the years since the war have seen the formation of County Naturalists' Trusts. These Trusts include not only naturalists but a host of people who feel that the richness of the wild-life of their county is worth preserving for future generations. They work through three main approaches: education; advice on conservation methods; and the establishment of nature reserves. They are recognised as charitable organizations for revenue purposes, and also since 1963 they have been authorized to acquire land surrendered in lieu of death duties, provided it is of exceptional scientific interest. Unlike the National Trust, they do not have to consider access for visitors as important; their job is to look after the wild-life, and they can prohibit entry to their reserves during the breeding season, or at any time, if they think it will do damage.

The Surrey Naturalists' Trust has been active since 1960; it now owns three reserves, with many others under negotiation, and is playing an increasing part in giving specialist advice to land-owning bodies, including the County Council and the National Trust. Apart from lectures and filmshows, a very successful development has been the setting up of Nature Trails; these consist of a marked path with flowers labelled, animal tracks and earths indicated, likely birds and insects shown by pictures, pits to show changes in the soil, and a guide leaflet to bring out the interdependence of the animal and plant life and its relation to the history and geology of the land. Over 3,500 people, mainly school parties, visited the two trails organized by the Trust in May and June 1964, but what was particularly encouraging was the number of school children who came back again at the weekend to show their parents, and the volume of appreciative comment and letters received by the Trust.

One of these trails was held on the ground described in this article, and another will be held there in July 1965. Most of the visitors were school-children, mainly from towns, and they were able to see and learn more in an hour or two than they possibly could from classroom study—one teacher told me his pupils had got enough material to base lessons on for a year at least. It is particularly noteworthy that apart from the inevitable wear caused by over two thousand pairs of feet following the same narrow track, no damage at all was done, and not a flower was picked. There were plenty that could have been—there were five species of orchids out alone—and supervision was not intensive. In fact more damage was done by three adults a month later who walked through the area picking bunches of orchids (and were quite knowledgeable about them—though regardless of the harm they were doing) than by these thousands of children, who were in some cases having their first real introduction to country things.

But this is not the only example of the interest of the younger generation in observing and preserving without wanting to destroy. The students from the Field Studies Centre at Juniper Hall have used this area for years without damage to its wild-life. They have mapped it, observed the interdependence of its animal and plant life, recorded the number of some species and produced all sorts of statistics: the number of Meadow Brown butterflies to a hundred-metre square was, I think, in the thousands, and the number of ants to the same area was four hundred million ! These may not be themselves of immediate interest to everyone, but what is important is that these young people are keen to take an intelligent concern in the countryside and its wild-life. Let us encourage them to do so, and do it better than we have! There is not so much left.

THE LEATHERHEAD RIVER

By A. T. RUBY, M.B.E.

1. THE RIVER

"For men may come and men may go,
But I go on for ever." *Tennyson.*

HOWEVER LITTLE the poet's brook may have resembled the River Mole, at least the above sentiment is common to both. That our river ran through the district in very ancient times is evidenced by, *inter alia*, the steepness of its chalk banks behind the Burford Bridge Hotel, its river terraces,[1] and the prehistoric implements washed down from higher ground to its present level.[2] All things are possible but one can expect the river, at least, to survive the destruction of the evidences of the past charms and lively history of the area that is so obviously going on at the present day.

Rising in the Ashdown Forest, the river travels north and then north-west to the Leatherhead-Dorking gap in the North Downs where, with twists and turns, it proceeds northwards to Leatherhead from whence it again turns westerly to Bookham and then (with a big bend at Cobham) in a roughly northern direction to Molesey, where it enters the Thames. This article is concerned, primarily, only with that portion of the river—about 5½ miles in length—which traverses or borders the area of the Leatherhead Urban District, i.e. from about 200 yards above the northern entrance to Norbury Park to the west boundary of Little Bookham. It will be necessary, however, to go a little upstream from that area when referring (later) to the river's special characteristics—its "swallows".

Most of the information herein contained is from material in this Society's archives or obtained from members, to whom the writer's grateful thanks are due.

The flood plain is extensive in places and prehistoric man passing through the area and, indeed, the medieval and later inhabitants, must have been far more conscious of the river's existence than, probably, are the present-day dwellers in its vicinity. In times of heavy rain or when, for example, fallen tree trunks formed dams across the stream, large stretches of land on either side of its banks must have been flooded or little better than marshes. The river rises, and falls, in times of flood with remarkable rapidity but before late Saxon times, when, probably, some attempt at drainage would have been made, the sheets of water over the adjoining flats would have persisted after the river had gone down again within its banks. When, about 1950, land drains were installed in the grounds of Randalls House for the formation of the Wimbledon Corporation cemetery there the writer had an opportunity of inspecting the deep trenches cut for the drains and was afforded a colourful and dramatic view, in the sections of those trenches, of the great wedges of sand or clay or gravel, or mixtures thereof, brought down in past ages and spread over the riverine boundaries. Even in 1343 the waterlogged meadows (*terra aquosa*) of Pachenesham Manor are specified[3] and "Floodgate Mead" is one of the properties mentioned in 1700 as belonging to Randalls Park.[4] Accounts of severe flooding in 1852 and about 1890 have been recorded in earlier issues of these *Proceedings*[5] and similar events (if less severe) have occurred, to the writer's knowledge, in the last twenty-five years. It is a tribute to modern drainage skills that no cause for anxiety now exists but a number of newcomers to the locality may have no idea that twenty-five years ago the ground on which they dwell was covered with rushes and marsh vegetation.

Except in time of flood the river's flow is far from rapid. In the whole 5½ miles within our area the drop in the O.S. contours does not exceed 50 feet—from 125 to 75 O.D.[6]—a gradient of, roughly, one in six hundred. Higher up the river, between Ham Bank and Cowslip Bank (about a half-mile), Mr. C. C. Fagg found,[7] by levelling the dry bed of the

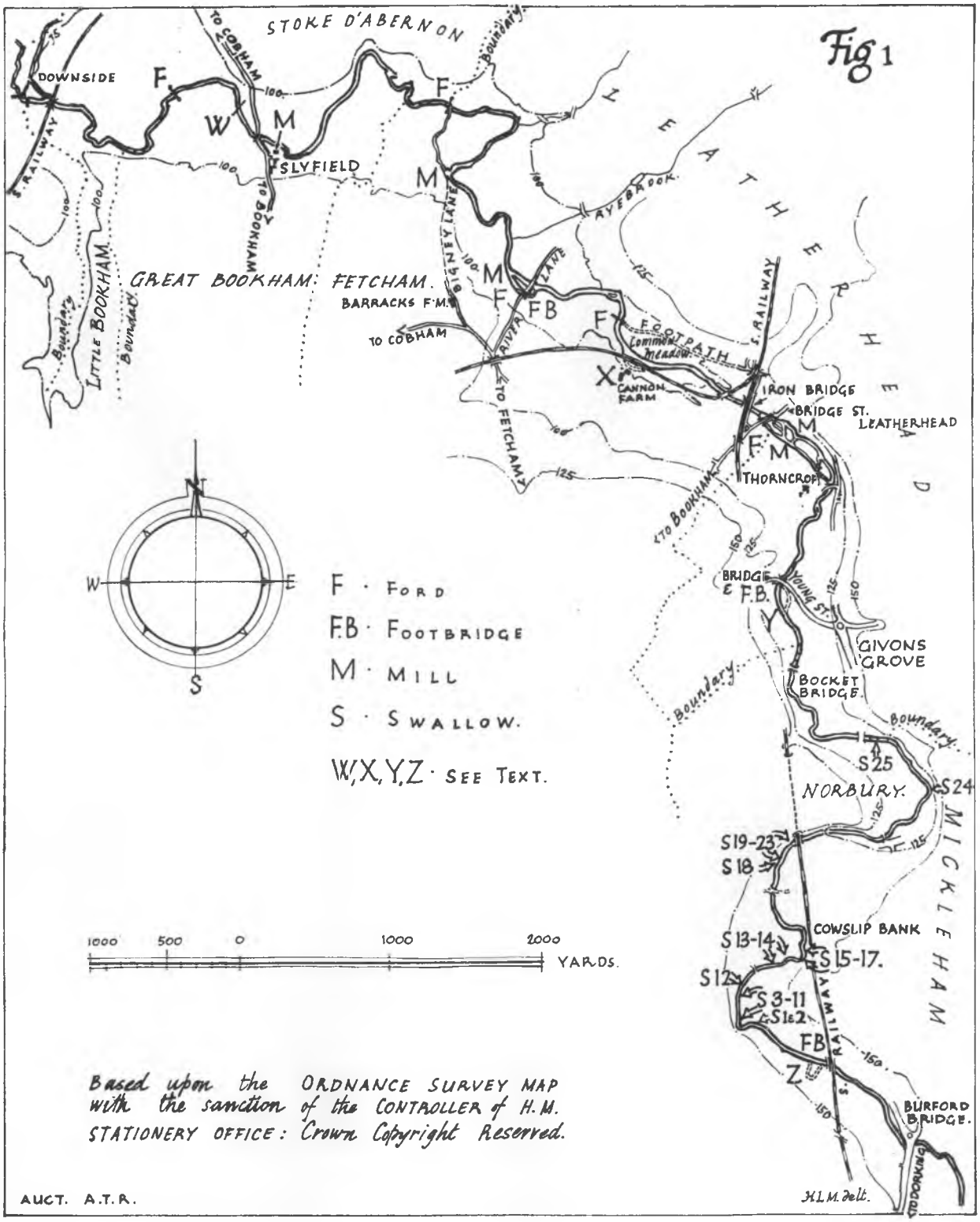


Fig 1
STOKE D'ABERNON
TO COBHAM
BOUNDARY
DOWNSIDE
F
W
M
SLYFIELD
TO BOOKHAM
S. RAILWAY
LITTLE BOOKHAM
BOUNDARY
GREAT BOOKHAM. FETCHAM.
BARRACKS F.M.
TO COBHAM
RIVER LANE
FB
FOOTPATH
Common Meadow
X
CANNON FARM
TO FETCHAM
AYEBROOK
LEATHERHEAD
IRON BRIDGE
BRIDGE ST.
LEATHERHEAD
THORNCROFT
TO BOOKHAM
BRIDGE
F.B.
YOUNG ST.
GIVONS GROVE
BOCKET BRIDGE.
BOUNDARY
S25
NORBURY.
S24
MICKLEHAM
S19-23
S18
COWSLIP BANK
S13-14
S15-17.
S12
S3-11
S1&2
RAILWAY
FB
Z
BURFORD BRIDGE.
BOURNE
W
E
S
F · FORD
FB · FOOTBRIDGE
M · MILL
S · SWALLOW.
W, X, Y, Z · SEE TEXT.
1000 500 0 1000 2000
YARDS.
Based upon the ORDNANCE SURVEY MAP with the sanction of the CONTROLLER of H.M. STATIONERY OFFICE: Crown Copyright Reserved.
AUCT. A.T.R.
H.L.M. delt.

river, that the net fall was only eleven inches and that in the $2\frac{3}{4}$ miles from Ham Bank Corner to the permanent water at Leatherhead the overall gradient was one in twelve hundred.

Within the urban area the only streams of any size now running into the Mole are (i) the Ryebrook, coming from Ashtead Common and joining the Mole a little below River Lane, Fetcham; (ii) a stream coming from Bookham Common, running along the western boundary of Little Bookham and entering the river opposite Downside saw mill; and (iii) one from Leatherhead Common, crossing just north of the junction of Woodlands Road and Oaklawn Road and joining at the sharp eastwards sweep of the main stream. Very anciently there were two large tributaries, one down Headley Lane from the east and the other down the Polesden valley from the west but both have long since dried up.

Through the ages the actual bed of the river, in various reaches, must have changed from natural causes on many occasions, both in position and width. A striking example is at the Cowslip Bank reach[8] and river terraces show others. Old maps also show deviations from the present course.[9] The only man-made alterations known (although there may well have been others) are (a) half-way between Waterway Road and Fetcham Splash where the river bed was straightened to avoid the railway embankment having to cross two branches of a loop and (b) where a new bed was cut just above Young Street bridge to exclude a bend there which had had a scouring effect on the bank supporting the bridge piers—see *X* and *Y* respectively in Fig. 1. The cutting off of the loop just above Ham Bank—*Z* in Fig. 1—was probably also man-made.

The river varies considerably in width. Above Leatherhead bridge, where the presence of the islands increases the width immensely, the width at Thorncroft bridge is some 60–65 feet,[10] lessening to 42 feet at Young Street and to some 30 feet on to Norbury. Downstream, the width at the Iron Bridge is 80 feet, gradually decreasing until it reaches Fetcham Splash from whence to Slyfield it varies around the 60 feet mark. At Slyfield bridge the width is 62 feet.

Numerous islands exist or have existed in the river but of these, again, some have changed or disappeared with the deviations of the stream. The Leatherhead map of 1782/3[11] shows one very large island immediately south of the bridge on which stood the tree stump marking the Fetcham-Leatherhead boundary. This island is, as all can see, now two, having since been bisected by the river which has cut through its centre. The bisection seems to have taken place between 1782 and 1846 when the two separate portions are shown in a map of that date in Brayley's *Topographical History of Surrey*. Actually a (rather conventional) representation of the undivided island appears in an Ordnance Survey map as late as 1816.

On its east side stands the small island on which was the mill up to less than a half-century ago. Immediately above, in front of Thorncroft, are two large islands joined by the "Shell Bridge", so called because of the large shell ornamenting its keystone and each side of its single arch. The space beneath the arch probably was once an arm of the river though now much silted up and sometimes almost a continuous land link between the islands. The channel between the islands and the left bank is said to be a canal cut by the then owner of Thorncroft, around 1770, to the design of "Capability" Brown, the famous landscape architect. There is a small island about 200 yards above Thorncroft.

Turning downstream, a Deed of 1706[4] relating to Randalls (an estate which once owned much of the land on the north bank below the present railway bridges) refers to "so much of the River of or called Mole as is parcel of the manor of Fetcham and Cannon Court . . . with the Fish and Muck Islands . . . and a Little Island now let for five shillings and twopence per annum with the fishing house thereon . . ." There is also the island at Fetcham Splash. An island due south of Woodlands Farm and another at Slyfield are

shown on a recent O.S. map. In a list[12] of properties at Slyfield conveyed by the Rev. Shortrudge to Exeter College in 1715, are mentioned three separate pieces of land "called the Island", a piece called "the Small Island" and "several islands lying at the upper end of Keets Ham—1 acre planted with alder and other trees".

2. THE NAME

It has for long been generally accepted that the name "Mole" and the earlier name of Emlyn, Emele (and other variants), also meaning the same creature, was given to the river because of its "burrowing" characteristics (albeit confined between the present Burford and Leatherhead bridges). However, in 1958 Mr. Michael Ellman in correspondence with the then Editor of *The Guardian*—organ of the Leatherhead Residents Association—described this as "a popular fallacy of no historical value". Mr. Ellman pointed out that both *Surrey Place Names* and *The Oxford Dictionary of English Place Names* agreed "in giving the name Mole as a back-formation from the village Molesey (which means the island belonging to one 'Mul')—the inhabitants of that place having presumably wrongly thought the river to have given its name to the village". Mr. Ellman went on to say that earlier forms of the Emele variants were "Emenan" and other spellings with an "n" as the second consonant and therefore could have had no connection with the old name for a mole.

The view above expressed that "Mole" is solely a back-formation from Molesey is not one that can be accepted without reservation. Indeed, Camden,[22] when describing the River Mole, states "And then very neare Molesey whereunto it giveth name, sheadeth himselfe into the *Tamis*". White-Kennet, also, in his "Compleat History of England" (published 1706) states that from Leatherhead the river "goes towards the River Thames and falls into it at Moulsey to which it communicates its name". So at least two historians of their time would not have agreed with the presumption that the inhabitants "wrongly thought" Molesey was named after the river.

It is correct that the Oxford Dictionary mentioned, under the item "Emneth" (in Norfolk), states that *Aemene* was the old name of the lower Mole and also quotes the name *Aemenan* from an item of 1005 A.D. in an Eynsham Abbey Cartulary. The writer has not seen this item but, *prima facie*, an item in an Oxford Cartulary is not clinching evidence of the spelling of a comparatively small river in Surrey—even if one other similar spelling is adduced.[13]

Whether the second consonant was, or was not, originally an "n" it is definite that by 1086 it has changed to an "l". Elmbridge, which gave its name to the Hundred, was the bridge carrying the London-Chertsey road over the River Mole and appears[13] as "Amelebrige", 1086; "Hamelebrige", 1175 and 1177; "Emel(e)brig(g)e" in the Pipe Rolls of 1191 and later. In 1414 a lease was granted[14] to a John Cradler of a piece of land in Leatherhead ". . . between the rectory land on the east and the land (*sic*) Emelina Streme on the west". In the early 16th century there was a dispute regarding Slyfield mill and the alleged turning away from it of the stream called Emlyn Stream in contravention of a deed of 1375.[15] About 1450 "Emelstrem" appears[16] and "Emlin" and "Emlyn" streame is shown in 1565.[17] That the name long persisted is indicated by the fact that a pleasant little poem entitled "The Mole or Emlyn Stream" could be written and published (privately) in 1839.[18]

"Aqua de Mulesia" appears in 1214[19] but the name "Mole" was not, apparently, used until the 16th century when "Moule" first appears in Holinshed's "Chronicles".[13]

It was in the 16th and 17th centuries that cultured men as a whole at last had leisure to turn from pre-occupation with the dynastic struggles of the many preceding generations to a quiet contemplation of their countryside, its monuments, scenic qualities and its history.[20] Speed's map of Surrey, 1627, indicates the river's "disappearance" and it may

well be that it was because of the observing and recording of the phenomenon that the river received generally the name of "Mole" instead of the less well known local "Emlyn". It might even be that the map was the first indication to many that the Moulsey River[13] and the Emlyn river were one and the same stream. That the river's peculiarity became well-known is shown by the fact that Spenser[21] and Camden[22] in the 16th century; Milton[23] and Drayton[24] in the early 17th; and Pope[25] a century later, all refer to the River Mole and its "burrowing" habit. It is easy to see why, when it it was realized that the "mole-like" river was that which emptied itself into the Thames at Molesey, that "Mole" was applied to its whole length. Whether or not the lower river was named from Molesey there could, in view of this peculiarity, be no better name for the entire river (as witness its seizure by the poets) and to this extent, at least, there are grounds for the "popular fallacy" which meets with Mr. Ellman's scorn.

The application of "Mole" to the whole length seems to have been a gradual and, naturally, an uncertain process. An official survey of church lands in 1649–58[26] guardedly refers to "the Leatherhead River" while deeds of the early 18th century[4] mention "the river of or called Mole". Nevertheless, from this time onwards "Mole" replaces "Emlyn" —at least officially.

It must be mentioned that E. W. Brayley[27] published his view that the etymology of "Emele", "Emlyn" and variants was from the British word "Melin" or "Y-Melyn", meaning a mill. He finds corroboration from the Domesday record which mentions twenty places along the river possessing mills. He also points out that in Elmbridge Hundred the record gives three manors called Molesham at Molesey and equates "Mole" with the Latin "mola"=a mill. The Oxford Dictionary above mentioned refers in its derivation of "Mole" to the item "Dorking", which latter name—it states—means "the dwellers on the river Dork"; and adds that, presumably, the Mole was once called "Dorce" (=bright river), *cf.* Dorchester. (It seems difficult to see why the inhabitants of early Dorking should be considered as dwelling on the main stream, about a mile away, with the Pippbrook flowing by their side.)

However, more than one view as to the origin of or the reason for the name of the river exists. The then Editor of *The Guardian* who published Mr. Ellman's letter and the writer's rejoinder ended with the suggestion that, perhaps, after all the little animal was named after the River!

3. THE SWALLOWS

The "swallows" (in the sense of "engulphing media" and not birds) of the River Mole are famous and have for centuries been commented upon by many writers. Yet, so far as is known—apart from the long description by Brayley[28]—no attempt to examine them closely had ever been made until 1948 when Mr. C. C. Fagg, F.G.S., was able, during the years 1948–50 while he was Warden of the Field Studies Council's Centre at Juniper Hall, Mickleham, to make an extensive study of them. The result of his investigations is contained in his Presidential Address in 1956 to the Geographical Section of the South-Eastern Union of Scientific Societies.[7] The writer is much indebted to this Address for the majority of the information in this section of the present account.

On each side of the river valley, roughly from Box Hill to Thorncroft, is the rising chalk of the North Downs. The meandering stream, in some of its reaches, approaches or even undercuts the chalk and it is here that the "disappearance" of its waters through fissures in the chalk takes place; leaving the bed of the river almost (and sometimes completely) dry. This, of course, only occurs in dry seasons and, generally, the flow of water is too great for the swallows to make an appreciable difference as it passes over or by them. Of all the field outings organized by the Leatherhead Society one of the most interesting

was that in August 1947, when Mr. Fagg conducted members along the river bed and was able to demonstrate some of the swallows actually in action. The most exciting was that under the Ham Bank (No. 5 in Fig. 1) where the large pool remaining in the otherwise dry river bed could clearly be seen to be running away down through the flints in the bed. The rate of flow was, perhaps, a little slower than an emptying bath and seemingly through a fissure, not, however, detectable, about the size of a bath plug hole. Other swallows inspected had already emptied their respective sections of the bed.

For a full description of the various swallows and a discussion of them readers are referred to Mr. Fagg's Address. He reports that, during the period of his investigations, there were, between Ham Bank and the weir just above the bridge that forms the northerly exit from Norbury Park, twenty-five active swallows and many extinct ones, both in the river bed and on the flood plain. Mr. Fagg mentions also a large ancient swallow hole discovered by Mr. F. H. Edmunds on a higher terrace and showing that the "swallowing" has been in existence for thousands of years. The sites of the twenty-five active swallows mentioned by Mr. Fagg are shown in Fig. 1, their positions being taken from the excellent figures that form part of his published Address. For those who have not had an opportunity to see the river on the appropriate occasions a striking photograph of the dried-up river bed under the tunnel railway bridge appeared in *The Times* of October 10th, 1947.

Mr. Fagg adds that "the swallowed water, or much of it, reappears in the copious permanent springs on Thorncroft Island. When the river is not flowing through the gap the stretch of permanent water south of Thorncroft seems to be maintained mainly by back flow from the Thorncroft springs. The springs in Fetcham pond appear to be fed by other fissures unconnected with the present-day swallows". He concludes by stating that "after three seasons of close observation I am far from being able to say the last word on these fascinating phenomena".

4. FLORA AND FAUNA

So far as is known, there is nothing peculiar or striking among the natural denizens of the river and its immediate vicinity.

There is, however, an account, of interest to botanists, by Mr. H. J. Burkill[29] of an inspection made by him and others of the dried up river bed in August, 1934. As described by the author, "Hardly a pool was left in the stretch from Norbury Park to just above Thorncroft". The stretch inspected was the half mile immediately below the northern bridge of Norbury Park. Here the river bed consisted of waterworn flints with a thin coating of mud and with the chalk rising occasionally to the surface; big scoured depressions, banks of stones lying across the flow and occasional shoals of blackish mud up to three feet high (usually submerged) were all observed. An impressive variety of plants had sprung up since the river ceased to flow [in its bed] in the early summer and are listed in Mr. Burkill's Report. More species were found in mid-channel among the stones than on the banks or the mud showing that they had grown from seeds that had been brought there from some distance by the stream.

An anonymous writer, "Seventy-eight not out", in an article headed "Reminiscences of the Mickleham Valley" in the *Dorking & Leatherhead Advertiser* of 4th August, 1939, mentions having seen herons feeding between the railway tunnel and Ham Bank. A Leatherhead guide book of about 1909 refers to otters in the stream and their former presence is testified by others, although none have been seen in recent years.

The river did, however, have a reputation for its fish. The anonymous writer referred to in the preceding paragraph mentioned dace, roach, and chub dying in the receding waters (a sight witnessed also by Mr. Fagg in 1948).[7] In a catalogue of deeds which were at one time in the Slyfield Chest in Leatherhead Parish Chest two of the now missing

documents were (i) "an account of the royalties of fishing belonging to the manors of Slyfield and Bigney" and (ii) a lease of 1729 of the Slyfield mills with a messuage and lands part of the consideration for which was "one full part of all eels to be caught . . . at the said mills or waters belonging thereto" (*Proceedings*, Vol. 1, No. 4, p. 13).

The river's piscine glory was, however, its trout. Charles Mackay, writing about 1840[30] says:—

"Leatherhead is noted above all things for its very excellent trout. How long it has enjoyed this reputation it is difficult to say. The earliest notice we remember of its fame in this respect is in Lilly's Memoirs of his Life and Times; from which it appears that it was the resort of Londoners during the time of the Long Parliament. Lilly relates that, Sir Bulstrode Whitelocke being ill, he prophesied . . . that the Honourable Member would recover but by means of a surfeit would relapse within a month; 'the which he did' says Lilly 'by eating too many trouts at Mr. Sand's house near Leatherhead'. In all the old topographical books the trouts of Leatherhead are invariably mentioned".

(Mr. F. Bastian, who kindly furnished this extract, adds that Sir Bulstrode Whitelock (1605–75) was a prominent figure in the Long Parliament and William Lilly (1602–81) was the foremost astrologer of his time. Mr. Sand's house was, of course, Randalls Park.)

A few years later James Thorne also wrote:—[31]

"Leatherhead trout are famous and the traveller who wishes to test their excellence may, if he is a brother of the angle, throw a line here—or mine hostess of the Swan will, in the proper season, supply those who prefer the fish without the labour".

Even as late as 1910–12 a Guide book of Leatherhead[32] could make this statement: "The town also attracts many visitors . . . on account of its excellent fishing, the trout to be obtained in the River Mole having a European reputation for their delicious flavour".

It may be of interest to residents in the area to know that Mr. Edmund R. Taselli of Leatherhead, well known in angling circles, states that there is still plenty of fish, including trout, in the river, due, to a great extent, to the maintained purity of its waters. Indeed, in the writer's experience there have never been so many anglers of all ages as can now be seen near Young Street in a summer stroll by the river there.

Finally, we reproduce (but refraining from comment) the following item which appeared in the *Daily Mail* of 21st July, 1952:—

"Able Seaman Alan Mickelburgh, 25, of Wallington, Surrey, caught what he thought was a 3 lb. trout in the River Mole, near Leatherhead. His father said yesterday it was a salmon—the first known to have been caught in the Mole".

5. THE BRIDGES

Proceeding downstream, the first present-day bridge over the river within the Urban District (excluding the northern bridge entrance to Norbury Park—which actually crosses the boundary, which here and for a short distance below is formed by the centre of the river) is the Young Street bridge. Upstream, between that bridge and Burford Bridge (close to which was once the Roman bridge carrying Stane Street across the river) are (a) the two bridge entrances to Norbury Park; (b) the tunnel railway bridge; (c) small bridges shown on the O.S. map, 1955, at Swanworth Farm, just above Cowslip Farm and Ham Bank; and (d) the railway bridge and a footbridge about 650 yards above Ham Bank. With all these we are not further concerned.

Although Young Street bridge is now the first in our area it is right to mention that, about a century ago, there was another bridge about 600 yards upstream from the Young Street one. This is shown on maps both of 1810[33] and 1846[34] and, in the latter, is named

Bocket Bridge. It carried what was, probably, a farm track from the west across to the Leatherhead-Dorking road about 4/500 yards south of the Givons Grove roundabout. This bridge does not appear on any later map and has not existed within living memory. Nothing more is known of it and it is most probable that it went out of use in 1867 when the railway to Dorking was built and this approach to the river was replaced by the small tunnel at the bottom of Young Street.

As to the YOUNG STREET BRIDGE, this, to the knowledge of many present residents in the area, was built in 1941 when the Canadian Royal Engineers then stationed in the neighbourhood and under the command of a Captain Young constructed the road and bridge for military purposes. No earlier bridge here is shown in two O.S. maps consulted surveyed between 1861–80 and reprinted (with corrections to date) in 1925 and 1929. Nevertheless, Mr. A. J. Ginger (one of the first members of this Society and who was born in the area in the early 1880's and spent his boyhood here) has informed the writer that he (Mr. Ginger) has a rather vague remembrance as a boy of an old wooden bridge which stood roughly on the site of the present bridge and carried a path from Roaring House Farm through the tunnel and up to the site of the present roundabout. This bridge must have disappeared at the latest in the first years of this century and, indeed, Mr. Ginger thinks it may have been unusable or, at least, dilapidated in his time.

The temporary wooden bridge constructed by the Canadian troops was not replaced by any permanent structure and served well for ten years until severe flooding in early 1951 and consequent scouring of the banks caused the eastern supports partially to collapse. The Ministry of Transport agreed to a Bailey bridge being put in its place as a "temporary" measure and this was carried out in July 1952 as an exercise by the 316 Field Squadron, R.E.s, under a Major Mays.[35] After twelve years it still serves. Much of the scouring was due to the loop of the river which then existed just above the site and, as a remedy, a straight reach of the river was cut to replace the loop (*Y* in Fig. 1). It was the cutting of this new bed that disclosed the mesolithic occupation debris.[2]

The next bridge downstream is THORNCROFT BRIDGE at the foot of Gimcrack Hill, forming the entrance to Thorncroft. At its eastern end is Bridge Cottage, built between 1836–44 as an entrance lodge but much altered and modernized in 1951/2. Thorncroft is one of the manors mentioned in the Domesday Book and one might have thought that a bridge existed here from the beginning; but, in a List of Repairs made to the manor in 1443/4,[36] appears, as the first item, "Paid in cash to Thos. Wrinne for felling 14 oaks for a bridge not yet made, 16d." This suggests that this was the first occasion on which the manor had its own bridge: perhaps the inhabitants had previously walked over the meadows on the west side of the river and crossed by the town bridge. The present bridge must have been constructed much later. The interest in the manor was transferred to Merton College, Oxford (or, rather, to its founder) in 1266 and, although much of it was enfranchised in the mid-18th century, that College still owns part of the demesne lands with certain rights over the bridge.[37]

The next bridge spanning the river is the LEATHERHEAD BRIDGE carrying the main Guildford-Leatherhead-Epsom road over the stream. Readers are referred to the short but interesting account of this bridge which, with an illustration of it as it looked in 1823, appeared in *Proceedings*, Vol. 2, No. 6, at pp. 162–3 (hereinafter referred to as "the previous article"). That some of the information therein contained is repeated here is merely to keep together the story of the river and its usage.

The earliest known reference to the existence of a bridge here is a deed,[14] dated to 1250 or earlier, relating to land in Leatherhead and witnessed by a number of local worthies including "Simon of the Bridge". On 24th May, 1361, a John Plomer of Rocheford was granted a licence to collect alms for the repair of Ledrede Bridge.[38] By his will, proved in 1485, a Thos. Puke of Ledderhede left "for the repair of the bridge of Ledderhed, 4d."[39] Another

FISHING BELOW LEATHERHEAD BRIDGE *c.* 1890

benefactor was a Wm. Rogers of Leatherhead, yeoman, who in 1597 left in his will[40] "to the use of the bridge of Leatherhead, 6/8d. when it is mended". We know nothing more of this bridge which may have been, and probably was, of wood. The bridge of stone which followed (see the Indenture of 1755 referred to in the previous article) seems, from the wording of the will of Edmunde Tylney (made 1st July, 1610)[41], only then about to be built.

The wording of the relevant portion of the will is:—

". . . £100 towards the reparation of Leatherhead stone bridge so as the said bridge of stone be sett aworke for the finishinge thereof within one whole year orells not, the reedifyinge thereof being already by order at the sessions at Kingstone laid upon the whole shire by due course of lawe and verdict of a jurye impanelled thereon . . ."

Tylney seems to have shared Wm. Rogers' distrust of the dilatory methods of the highway authorities. An interesting item from the Wandsworth Churchwardens Accounts[42] is—"1610. Payd Mr. Whyte the high Constable for so much charged upon the prshe towards sute for avoyding the maynetenance of Letherhead Bridge : iijs."

Yet, by 1661, the bridge had fallen into such a state of disrepair as to cause the public complaints mentioned in the previous article. Although they did not result in any penalties being imposed on the parishes concerned they may have compelled the parishioners to take more action to keep the bridge in some better order. At any rate the Leatherhead Vestry Minutes of 1695–1739[39] contain many references to the lands held for the maintenance of the bridge and the application of the revenue therefrom. This land totalled 3½ acres in parcels dispersed in the "Comon Hethe" (1695) and in the "Common Fields" (1730) and was let until the last mentioned date to John Hudson, a churchwarden, for 18/- per annum. During this period small sums (mostly a few shillings) were from time to time disbursed for repairs and in 1724 no less than £4 3s. 4d. was paid for this purpose.

A payment of 1731 included the items:—

"Pd. for Picking of Stones and carring (*sic*) to
the Bridge and Labourers 1-6-10
for Beer for the Labourers 2-3".

A padlock (purpose unknown) was bought for 1/- in 1711.

After 1739 the next minute relating to the bridge seems to be that of 23rd June, 1760, when the bridge was locked and the Vestry made the Order that a yearly payment had to be made for the right to pass over it (see previous article). In 1762 it was ordered that all receipts from these keys should be brought into the accounts of the bridge and that the Churchwardens "do for the future all repairs that shall be wanting". This provision, rather naturally, worked unsatisfactorily and (to jump in time) in 1778 it was ordered "that Public Notice be given to the gentlemen and others that have keys to go over Leatherhead Bridge that unless they pay the Churchwardens their arrears now due before the 10th day of October next new Locks will be put onto the bars and no carriages to pass over the said Bridge except in time of a flood".

Some years ago the late Mr. Blaxland Stubbs presented to the Society a key which, in 1936, had been found at the ford alongside the bridge by a Mr. Charles H. Rose. This key (see the colophon to this issue of the *Proceedings*), dated to *c.* 1800,[43] might well be one of the bridge keys dropped by some careless or unlucky local traveller.

Even with the additional "key money" it would seem that the bridge could not be kept in proper repair and the Commission of the Peace for Surrey appointed a Committee, which first met on 27th June, 1774, to investigate and report on certain bridges in the County, including the Leatherhead Bridge. From the minutes[44] it appears that the Committee were first of opinion that, though the bridge [we confine ourselves to the Leatherhead bridge] was, in its present state, dangerous to the public and should be enlarged and improved, it was not necessary to rebuild all of it. It was suggested that it would be sufficient to make a recess in every pier large enough to secure a man and horse from the danger of any carriage passing at the same time. Another suggestion was to make four arches in the centre of the bridge in an oval shape 20 feet wide instead of recesses all along.

The minutes recorded that Leatherhead Parish had written to the Committee offering to give up their part of the bridge and the lands belonging to it (or the value thereof) if the Parish could be relieved of its liability for repairs. (A copy of this letter, or a draft of it, appears in the Vestry minutes). The other co-owner of the bridge, i.e. Fetcham Parish —whose Vestry minutes of the time do not, the writer is informed, still exist—had also written to say that they were tenants at rackrent and could pay nothing but that, no doubt, Sir George Warren (at that time Lord of the Manor) who was then in Cheshire would give something when informed of it.

The Committee held a number of meetings and considered various plans, estimates, and reports but eventually they were forced to the conclusion that repairing the bridge was not an economic proposition. On 5th September, 1775, it was, on further consideration, Resolved: "That it will be more for Public Utility to build a new bridge rather than repair the old; that the most eligible situation for such New Bridge will be from the present Entrance into the River Southward of the Old Bridge across the Island; and the Road to go through Col. Gower's Field in to the High Turnpike Road; and the said Bridge is to be erected with Brick or with Brick and Stone; . . . That a sum of money necessary to build a New Bridge at Leatherhead be raised by Subscription". An advertisement for plans and estimates was ordered but only one later Committee meeting (at which there was no quorum) is recorded and it seems that the Committee's proceedings were pigeon-holed. The unfortunate parishioners continued to put their hands in their pockets for repairs and another Vestry minute of 1778 includes an order to remove the ivy growing on the walls and repairs as necessary to be made.

At long last, in 1782, an Act was passed and the bridge passed to the County. It was re-built, this time of brick, and later, in 1824, widened to its present width. As so altered it has remained to the present day except for the addition, in 1963, of the lights on it. As first rebuilt it could have taken only one-lane traffic and the recesses on the north side, if then incorporated into the structure, were probably due to the suggestions made at the second meeting of the Committee—though they seem hardly large enough to have taken a mounted man.

The Committee's resolution of 1775 raises an interesting point. The wording is vague but presumably "across the Island" refers to the suggested new bridge. It is almost certain that the project to re-site the bridge fell through and the new one was built on the foundations of the old: hence the traces of medieval work that have been recognized in it.

The river is next traversed by the IRON BRIDGE in Waterway Road and the two nearby RAILWAY BRIDGES. The eastern railway bridge, carrying the Leatherhead-Dorking section of the then Horsham Dorking and Leatherhead Railway (later taken over by the London Brighton and South Coast Railway) was built between 1863–67. Waterway Road and the Iron Bridge were constructed by the Railway Company as a private road, obviously to enable intending passengers coming from Fetcham, Bookham, and the west to have access to the new station (the present one, built in 1866) without having to go up Bridge Street and back. That road and the bridge have recently been taken over by the Urban District Council. The western railway bridge was built in 1885 when the London and South Western Railway extended their line to Effingham. It was in making the embankment for this extension that the small diversion of the river (at *X* in Fig. 1) was created.

RIVER LANE BRIDGE and FETCHAM SPLASH form the next crossing. Here (see Fig. 2) there are (or were) two watercourses, a northern one spanned by a bridge and to the south a more shallow one with a footbridge alongside a ford which crossed it. It has been sug-

FETCHAM SPLASH *c.* 1912 *Photographer unknown*

gested that the latter was the original river bed and the other a mill leet and man-made. This is discussed later, but for clarity the writer will use the usual references to the northern water as "the river" and to the other as "the cut".

At the eastern junction of the two streams is a brick wall over which the river, when held back by the sluice gates once existing under the bridge, fell in a cascade to run through the cut and rejoin the river below the island. Traffic from the south had to cross the cut by the ford, traverse the island and then the bridge and so to the north portion of River Lane. The whole formed a most picturesque scene and the objective of many a pleasant local stroll.

During the second world war a stray bomb fell and damaged the bridge and the sluice gates under it. The bridge was eventually rebuilt by Wimbledon Corporation, when they bought the nearby Randalls estate (to which the bridge belonged) for a cemetery, and the bridge was handed over to Leatherhead Urban District Council in November, 1952. The sluice gates were not, however, repaired, with the result that, except in times of flood, the river is never high enough to flow over the wall and fill the cut. From the 1940's to 1964 the cut, in consequence, deteriorated into muddy, weed-covered ground (complete with derelict car) and the approach to the ford was buried by deliberate dumping. An "eyesore" was a mild description to apply to a once delightful spot.

Visits there since September 1964 have shown that almost all of the cut has, very recently, been buried under earth dumped by nearby development. It has been intimated to the writer by the U.D.C. that it is the intention to dredge the bed of the cut and to lower the brick wall and so re-instate the stream through the cut. It is greatly to be hoped that this so much-to-be-desired restoration will indeed take place and that this part of the River (and the parish boundary) will not—as an easy solution to the problem—be consigned to oblivion by burial.

The early history of the site is not easy to disentangle due not only to paucity of material (this, as will be seen, applies to other features of the River) but also to its rather confusing nature. Since the available material is difficult to segregate between the bridge, the ford, the wall, and the mill (formerly there) a separate section of this Article, No. 6, is devoted to what is known of the previous story of this river-crossing.

From this point the river is lost to the normal traveller's view among fields and meadows until, after approximately two and a third miles, it reaches SLYFIELD (or STOKE) BRIDGE.

This bridge has an interesting story as told by Manning and Bray.[45] It is there stated that only a dangerous ford near the garden wall of the Mansion of Stoke (at *W* in Fig. 1) existed until, in the 1750's, Sir Francis Vincent, the then owner of that Mansion, built there a wooden bridge for foot and horse passengers only. This was known as Stoke Bridge. After 1773 the ford had become even more dangerous by reason of the penning of the stream at Downside Mill to increase the force of the waters to work what were then the Iron Mills there[46] and the bridge was opened to carriages. By 1786 repairs were needed (rather an understatement since Mr. T. E. C. Walker states[47] that in that year a horse and chaise were reported to have fallen through the bridge!) and the County took it over. Presumably repairs were made but in 1804 the bridge was again presented as being out of repair and a Committee was appointed to build a new bridge higher up the river (see Fig. 3). This is the present Slyfield Bridge. The then owner of Stoke Mansion, Mr. Hugh Smith, gave the land for a new road to the new bridge and constructed it. In consideration the Committee agreed to the re-alignment of the road, to stop up the old one and to give to Mr. Smith the land from the top of the hill (where the new road began) to the foot of the new bridge for incorporation into his grounds. (See Fig. 3, stippled portion.)

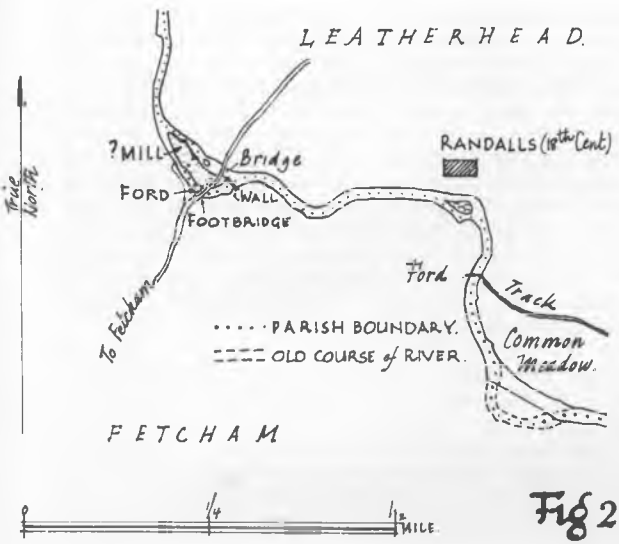


Fig 2

Fig 3

The matter is, however, complicated by the fact that "Stoake Bridge" is shown—on the site of the one said to have been built in the 1750's—in Thomas Clay's map of Great Bookham surveyed in 1615–18.[48] In that map Stoke Mansion is shown as owned by a Sir Francis Vincent who succeeded his father in 1613 and was an ancestor of the Sir Francis referred to by Manning and Bray. It is therefore probable that a bridge had been built there in the late 16th century and had later fallen into disuse through lack of repairs leaving traffic to ford the river until, in the mid-18th century, a new bridge was constructed by a descendant of the original builder.

Nothing else is known of the early bridge or bridges. The only recorded entry in the Great Bookham Vestry minutes relating to the bridge is one of 1776 when the Vestry agreed to "mend the road leading from Slyfield Mill to the Bridge by Sir Francis Vincent".[49]

From Slyfield the river again turns away from the roads until after passing under the Surbiton-Cobham-Guildford RAILWAY BRIDGE (line opened in 1885) it reaches the Downside Mills on its right bank and, turning north, leaves the Leatherhead area. Some interesting information regarding the river between Stoke d'Abernon and Downside Bridge, Cobham, is contained in Mr. Walker's Article on Cobham Manor.[50]

6. THE RIVER LANE (FETCHAM) CROSSING

As shown in Fig. 2, the main features of this site are the bridge over the northern stream; the brick wall at the east end of the island; the ford and the footbridge over the southern waters (the "cut"). The ford to the right of the Figure comes into the subject only incidentally.

It will be seen also that the parish boundary passes to the south of the island for half of its length only and then turns across the island to the north stream along which it continues to the west. So half the island (to the east) is in Leatherhead parish and half in Fetcham parish. Apart from Stump Island just above Leatherhead bridge (where it was necessary to site a boundary mark on the island so as to keep half the bridge within—and therefore the responsibility of—Fetcham) the riverine boundaries elsewhere keep to the centre of the stream or to one side only of an island. It is reasonable, therefore, to assume that the "cut" is an original part of the river bed. The turning of the boundary across the island can only be explained by the "Old Mill" (mentioned later) being on the west end of the island and so being prior to the fixing of the parish boundary. If the northern stream was not natural but a millstream only then it seems strange that its east end should have been left in another parish and that the boundary should not have passed along the north of the island to maintain control of the millstream. In the absence of any other evidence the writer conjectures that both streams are natural.

Brayley tells us[51] that "Near it [the dam built by Earl Tyrconnel], on the Fetcham side, are vestiges of one of the ancient mills noticed in the Domesday Book". No trace of the site now exists but its present appellation "the Old Mill" had been given to it at least as early as 1808 when the Leatherhead Vestry[39] ordered the steward to Sir John Coghill (owner of Randalls 1802–10) to repair the road from Randalls Farm to the Old Mill. Documents of 1784 and 1788, mentioned later, refer respectively to the Island "on which the Mill stands" and "where the Corn Mill formerly stood"—but the mill had probably ceased to function long before the earlier date.

The bridge and its concomitant ford seem bound up with the matter of the road or lane leading to and from this crossing. Brayley states[51] that "while the estate [Randalls] was held by Lord Tyrconnel [i.e. 1753–88] the old road was turned and a dam was made to prevent carts &c from crossing the river which here forms a pleasing cascade". When the Earl sold the estate to Louis Montolieu among the copyholds was the item[52] "the new road from Randalls Lane to the River". The *Victoria County History*[53] confirms a road diversion by "Rather before [1829] the road leading to the ford across the Mole and to Fetcham had been diverted to the west but still crosses the river at the Old Ford". In a Randalls mortgage of 1784[4] there is, among the exceptions, "Water Corn Mill on said River Mole and part of Island on which the Mill stands; Bridge leading to said Mill and to the lane from Leatherhead to said Mill". In the sale of 1788[52] there is the item "Part of the Island by the Bridge in Leatherhead Parish where the Corn Mill formerly stood".

Much of this is ambiguous. Brayley does not identify "the old road" or state where the dam was made; the sale particulars do not make it clear where the "new road" was; in the mortgage the reference to the Corn Mill must be only to identify the Island as was done in the sale particulars; the *V.C.H.* reference could be read to mean that the diverted road still uses the original ford which had not been re-sited (possibly it was intended to refer to the "old *mill* ford"). The writer is, however, indebted to Mr. F. B. Benger for a reference to the explanation given by a Mr. J. S. Ogilvy.[54] This is to the effect that, prior to Lord Tyrconnel's ownership of Randalls, a ford existed at the western end of the track which runs along the north of the Common Meadows (see Fig. 2) and comes out at the east at the right-angled bend of the present Station Road. About half-way along, another track ran north from the first one to the Randalls Road opposite Randalls Farm. This ford led across the river to Cannon Court Farm, Fetcham. Mr. Ogilvy states that the Earl decided to abolish this river crossing and the traffic between the Fetcham farm and the Randalls Road. Accordingly he dammed the river at Fetcham Splash which had the effect of flooding the old ford and making it impassable. Mr. Ogilvy continues "This riverside footpath [north of the Common Meadows] leading nowhere, is a puzzle to the

townspeople who imagine it ought to continue to the present river crossing, whereas it comes to an end where the old one was".

From the exiguous material available the early history of the River Lane crossing can be summarized as follows.

The Domesday mill was sited on the west end of the island standing between the north and south branches of the river. This was a Fetcham mill and the boundary crossed the island from one branch of the river to the other in order to include the mill in its proper parish. Probably a lane from the Middle Green, Fetcham, ran down to it (certainly one did in 1777[55]) but did not cross the river. Sometime between 1753 and 1784 Earl Tyrconnel, whose mansion stood near the river (see Fig. 2), wished to put a stop to the nearby farm traffic crossing a ford to the track north of the Common Meadows: perhaps he objected to the noise and, perhaps, to the language of the drivers as they urged their horses across the water. Whatever the reason, he built the brick wall at the east end of the island and, almost certainly, installed the sluice gates below the present bridge; obviously the wall itself would not, alone, have been effective to flood the old ford and cause it to fall into disuse. The wall, apart from its capping, is now under sand and water but the bonding of the parapet wall at the end of the island—and which must have been part of the project—corroborates the date. A new means of crossing the river had to be provided and the Earl constructed the present River Lane north of the river with the bridge across to the island. With a judicious use of the sluice gates, the wall would keep a reasonably shallow depth of water in the south channel so that it could be forded and thus avoid the necessity for a second bridge on the south.

The occupants of Cannon Court Farm would then have used the new crossing, reaching it by a track from the farm across the meadows to the north-west or, just possibly, by the track which now runs from the farm to Mole Road and River Lane. Neither of the Fetcham maps of 1777 or 1791 shows any indication of any track to or towards either crossing nor are there any place names which give any help. This position persisted until the bomb damage, although the bridge then involved may not have been the one originally built by the Earl.

The wooden footbridge across the Splash was, probably, first built in the later 19th century but actually no reference to it can be found. It is to the writer's knowledge that some very essential repairs required through dilapidation were executed in the 1940's. It has been deemed, although of no age, worthy of illustration as a nice example of wooden pile construction.[69]

7. THE FORDS

In all probability the River Mole has, in past times, been customarily forded at many points where convenience and the state of the waters indicated and permitted. There are, however, only six fords known in the Leatherhead area. All are now out of use if not out of memory also.

It is probable that the ford by Leatherhead Bridge fell, to a great extent, out of use when the bridge was widened in 1824. It certainly ceased to be used when, in 1902, the Electricity buildings were erected and destroyed the western entrance. The eastern approach remained in existence, however, until the 1950's (when Minchin Close was constructed), and at least afforded a watering place for such horses as were still employed. It must, at all times, have been a deep and wide ford and would certainly have been almost unusable in times of heavy rain. Among the many speculations (none are certain) as to the meaning

and derivation of "Leatherhead" are "the public riding ford"[56] and "the place of the high riders".[57] Both suggest, if they have any value, that the ford was, generally at least, usable only by riders and waggons. It has been suggested[58] that the chapel said to have been built in 1358 by Robert de Lederede at his house on the site of the Old Rising Sun, Fetcham, was instituted as a votive chapel for prayer and thanksgiving for a safe journey across the nearby river. Perhaps the bridge there (which had been in existence for over one hundred years) was then unusable since it was only four years later that the Royal Licence for its repair was obtained (see *re* bridge, above). If the repairs were ever made effective the chapel's revenue must have suffered.

The next ford known is that at the western end of the track on the north of the Common Meadows. The little that is discoverable about it has been set out in Section 6 of this Article, *q.v.* As there stated, the ford ceased to be used in the second half of the 18th century.

The ford at Fetcham Splash has also been discussed in Section 6, above. At normal times the ford was an easy one but when the river was full the flow over the wall could be rapid. The writer has first-hand knowledge of an occasion in the 1940's when the river was high though not actually in flood: a man driving a light two-wheeled trap urged his unwilling horse into the ford but almost at once the trap overturned and was swept downstream, the man and the vehicle's contents being thrown into the water. The man scrambled to the bank but it was only with difficulty that the poor animal was rescued on the steep banks below the footbridge. The ford can no longer be used as its southern approach was deliberately or carelessly filled in by dumping some years ago. No vehicle can now cross and cyclists and even motorcyclists use the footbridge to the extreme danger of themselves and of pedestrians using it.

It will be seen from Fig. 1 that at the spot where the Leatherhead-Stoke d'Abernon boundary turns north from the river another ford is marked. This ford took Bickney (Bigney or Bignall) Lane, running from Fetcham to Stoke d'Abernon and Oxshott, across the river (see *Proceedings*, Vol. 2, No. 4, p. 102 and Map 6 in that issue). The portion of Bickney Lane between that ford and the southern extremity of the sharp and angular bend of the river to the east is now shown on maps as having the appearance of a canal. In fact, the "canal" is part of the Lane which here, having probably become a sunken road, was inundated, about 1764, most likely by a flood which swept away the earth between the river bank and the Lane. As a result the whole Lane and the ford fell into disuse from that time.

Another ford is mentioned in connection with Stoke Bridge (*q.v.*, Section 5, above). Apparently, when the ford below Stoke d'Abernon mansion (see next paragraph) ceased to be used, traffic crossed the river near the garden wall south of that building until—or, perhaps, when—a bridge was built in the late 16th century and again after that bridge was destroyed, at an unknown date, until a new one was constructed in the mid-18th century. The ford, which was at all times dangerous, ceased to be used by 1773.

The last ford is described by Mr. John Harvey, F.S.A., in a Monograph[59] on *The Survey of Great Bookham, 1614*, at page iii. Mr. Harvey refers to tracks across Bookham Common, forming part of the "Royal Street" from "Coucham" to "Dorkynge", which are known to have existed but are not shown on the 1614 map. Mr. Harvey continues "so the disuse of the northern part of this route probably dates from the severance of the connection with Chertsey, which lay beyond Cobham. The old road ran across the Common to the west of Slyfield, crossed the water meadows on a bank which can still be seen and forded the Mole at a point, shown on the map, downstream from Stoke D'Abernon

manor house". This ford, then, ceased to be used, apparently, in the 16th century its traffic being transferred, perhaps, to the new bridge at Stoke (see previous paragraph).

It would seem fairly certain that (in the absence of a bridge) a crossing, when the river was high, could be attempted only at considerable risk or, at least, inconvenience. Doubtless odd boats were available for use where necessary but there is no record anywhere of any recognized ferry.

8. THE MILLS

As elsewhere along the River Mole, the Domesday Book records several mills within the Leatherhead area. The manors of Great Bookham and Thorncroft had one each, those of Fetcham five (with interests of one-third and one-sixth respectively in two others), while the manors of Pachenesham held one-third interest in three mills. None of these is still in existence and even the site of some of them is doubtful or actually unknown. One difficulty in tracing them is that no identification can be certainly made of those in which part interests were held nor can it be surely known that these parts are included in other mills in the area. Proceeding downstream, the mills of which anything can be said are as follow.

Apart from the Domesday mention, the only reference to the mill at THORNCROFT is contained in a Calendar of Deeds,[14] No. 633, of about 1170 when "half a hide in the manor of Tornecroft and the mill" was conveyed to Amfrid, son of Fulco, for 25/- yearly. A Deed from the same Calendar, No. 650, *c.* 1270, is a grant by Walter de Merton to the Scholars of land in Leatherhead with conditions as to supplies of corn to him for life and supplies of corn are conditions attached to leases of the mid-17th century. Very doubtfully, such conditions suggest the continuing use of a mill there but there is, at present, no available evidence at all as to when the mill ceased to be used or (unless "Mill Close" on the left bank, just above the bridge[70] is a pointer) of its site.

One of the most surprising features of the research required for this Article has been the dearth of information relating to the LEATHERHEAD MILL at the east end of the bridge. None of the County histories mentions the mill; the *V.C.H.* does refer to the mill "near Leatherhead Bridge" but it is clear this is the Fetcham Millpond Mill. The island on which the Leatherhead mill stood is described as "waste" in the 1782/3 map[11] and no mill is mentioned in Leatherhead Quit Rentals, Assessments or Rate Accounts of the 17th, 18th, and early 19th centuries. Indeed, the earliest mention so far found is in 1902[60] where it is stated that "On the other side of the bridge stands a disused mill half falling into picturesque ruin. Part of it is used as a swimming bath". Mr. A. J. Ginger (mentioned above, Section 5 *re* Young Street bridge) states that in the 1890's the mill had ceased to operate, although the wheel did turn occasionally, and confirms the use of one of the mill buildings as a public swimming bath. Mr. Ginger adds that it was thought the mill was then about 100 years old and had been used for tanning and dressing leather. The mill was certainly in existence in 1855 as shown in the engraving of that date of the bridge and the mill reproduced in this Article. The supposition that it may have been a tanning mill receives support from Brayley's remark[51] that "On the riverside at the east end [of the bridge] is a small tan yard". It is true that Mr. J. Hillier[61] says that the barely recognizable ruins are near the Running Horse Inn "where Elinor Rumminge [the hostess in the 16th century] busy at her 'tunnynge' must have heard the merry clack of an earlier wheel" but, in the absence of any evidence, it may, perhaps, be permitted to regard this as a poetic effusion only. All that can be said of the mill is that it was probably built in the mid-19th century—

possibly as a tanning mill—but had ceased to operate by the end of that century. Most of the buildings were destroyed by fire in the 1920's and the remainder finally disappeared by about 1953.

LEATHERHEAD BRIDGE AND MILL *c.* 1855
From an old letterhead engraving

The FETCHAM MILL, just south of the junction of the two railway embankments, was worked by the waters of the springs in the Fetcham Millpond and does not, strictly, belong to this Article. It can be said that there is a reference to it in 1167 when it was sold to a certain Guarnerius. A mill continued to be worked on this site until 1917 when it was destroyed in a disastrous fire; its wheel could be seen up to a few years ago. This is probably the mill referred to in several ancient documents as the "Cutt-mill".

The "Old Mill" at FETCHAM SPLASH has been discussed above (Section 6, *q.v.*).

Although, again, not strictly relevant to this Article, a mill is believed to have existed on the Ryebrook at Spring Pond some 350 yards north of Gutters Bridge on the Randalls Road. This may have been the Pachenesham mill reported in 1343[3] as worthless for lack of repairs. In 1398 the manor is said to have had two mills[62] but which they were is not known. In 1235 a man was crushed to death by a cart at Pachenesham Mill and the vehicle concerned was forfeited as a deodand.[63]

Another Fetcham mill was known as LA HALE, sold to Drogo of Fetcham in 1198–1218[19] and included in a Return of Lands belonging to Merton Priory in 1242.[19] Among the Slyfield muniments[64] are several 13th century deeds to which various individuals "de la

Hale" or "atte Hale" are witnesses. In a very diagrammatic map of riverine properties of *c.* 1610[65] "Hale Polle (?pool)" is shown about halfway between Fetcham Splash and Bickney Lane where, indeed, is a meadow called Hale Mead. The mill can, fairly safely, be placed at the south-west corner of the big easterly bend of the river below the Splash. Nothing else is known of it.

The last mill is that at SLYFIELD. It had a long existence since it is mentioned in the Domesday Book and Mr. Hillier[15] refers to a deed of 1375 concerning the mill and a dispute in the early 16th century over the diversion of water from it. At the time of the Bookham Survey in 1614[59] it was worked by a Henry Brittaine. It may, later, have been enlarged, because a Trust Deed of 1715[12] describes it as "the three water corn mills under one roof near the mansion house" and three mills are mentioned in a now missing document of 1729.[66] The poem by Miss Drinkwater Bethune (mentioned earlier) suggests the mill was still there in 1839 but whether it was still in operation is not stated. No remains are now visible, at any rate on the surface.

9. GENERAL

For a thousand years or more the River Mole has carried out at least one most useful purpose—that of a boundary. As will be seen from Fig. 1 the boundary of Leatherhead parish enters from the east to the centre of the stream just above the northern Norbury bridge and remains there for some distance until the boundary turns west to embrace land on the left bank. The boundary returns to the river on the island just above Leatherhead bridge (see Map No. 9 in last year's *Proceedings*). From there it is again formed by the centre of the river, dividing Leatherhead from Fetcham until, where Bickney ford used to be, the Leatherhead-Stoke d'Abernon boundary turns north-easterly from the river. Nevertheless, the centre of the stream continues to act as the northern boundary for the remainder of Fetcham and the two Bookhams.

Within the Leatherhead area the river could never have formed a means of transport. Even below Thorncroft the river is too shallow in summer and too rapid in times of flood to permit any but the most infrequent use. In any case it flows round the parishes and, except at Leatherhead bridge, away from the nuclei of habitation which are confined to the Thanet sand[67]. In the late 18th century an ambitious scheme to cut a navigable canal from the coast to Horsham and Dorking and by way of the River Mole to Leatherhead and Cobham and thence to the Thames was projected but came to nothing.[68] One can hope that any such plan will never be revived.

It is worth noting that the Urban District's armorial bearings (granted in 1946) properly hint at, *inter alia*, the topographical beauties of the neighbourhood. In particular, the horizontal wavy lines of silver and blue ("*barry wavy of six argent and azure*") represent the Leatherhead River. Some time ago the idea of constructing a public walk along the whole length of the river within the urban area was mooted. A start has been made to this and it is heartening to learn that, though its fruition may take some time, the project has by no means been abandoned. Perhaps, in the not too distant future, the dwellers in the urban district (and visitors) may be able to take a more than academic interest in what has been and could again be so attractive a feature of the area.

The writer would like particularly to acknowledge the kind help given by the Clerk of the Council in furnishing information and the kindness of Mr. H. L. Meed in re-drawing the Figures herein included.

NOTES

Access. Accessions of this Society.
K.R.O. Kingston Record Office.
Proc. *Proceedings* of this Society.
S.A.C. *Surrey Archaeological Collections.*
S.R.S. Surrey Record Society.

1. See the geological map, No. 2, *Proc.*, Vol. 1, No. 10, p. 11.
2. See account of Mesolithic discoveries, *Proc.*, Vol. 1, No. 6, p. 5ff.
3. See A. T. Ruby, "The Manor of Pachenesham", *S.A.C.*, LV, 1958, p. 16, n. (b).
4. Access. W 36 (List of Randalls Park deeds).
5. *Proc.*, Vol. 2, No. 1, p. 35 and Vol. 1, No. 2, p. 15 respectively.
6. See contour map, No. 1, *Proc.*, Vol. 1, No. 9, p. 18.
7. C. C. Fagg, F.G.S., "Swallow Holes in the Mole Gap", *South Eastern Naturalist and Antiquary*, Vol. LXII, 1958, p. 1.
8. *Ibid.*, Fig. 6, p. 10.
9. E.g. in "Manning and Bray" (1809–14), and "Brayley" (1841–50).
10. This and the other widths given here are approximate measurements between the vertical banks, taken in July 1964.
11. See map, No. 9, *Proc.*, Vol. 2, No. 7, p. 206.
12. Access. W 28.
13. *Surrey Place Names*, p. 4.
14. Access. W 3 (Calendar of Merton College Deeds—Leatherhead).
15. J. Hillier, *Old Surrey Water Mills*, p. 217.
16. *Cartulary of Chertsey Abbey*, Vol. II, published S.R.S.
17. T. E. C. Walker, "Cobham: Manorial History", *S.A.C.*, LVIII, pp. 60 and 61.
18. By Miss Drinkwater-Bethune, dau. of the then owner of Thorncroft.
19. A. Heales, *The Records of Merton Priory*, 1898.
20. E.g. John Leland; Wm. Camden; Sir Robert Cotton; Sir Wm. Dugdale; John Aubrey *et alii.*
21. *Faërie Queene*, Book IV, Canto XI; *c.* 1596.
    "And Mole, that like a nousling mole doth make
    His way still under ground till Thamës he o'ertake."
22. *Britannia*, 1586 (p. 297 of 1610 edition).
23. *At a Vacation Exercise*, 1627.
    "Rivers arise; whether thou be . . .
    Or sullen Mole that runneth underneath."
24. *The Polybion*, 17th Song, 1613.
    "Mole digs herself a path by working day and night
    According to her name to show her nature right
    And underneath the earth for three miles space doth creep."
25. *Windsor Forest*, 1711.
    "And sullen Mole that hides his driving flood."
26. *S.A.C.*, Vol. XVII (1902), p. 111.
27. E. W. Brayley, *Topographical History of Surrey*, 1841, Vol. I, p. 173.
28. *Ibid.*, pp. 175–185.
29. H. J. Burkill, "Flora of the River Mole", *The London Naturalist*, 1934.
30. Chas. Mackay, *The Thames and its Tributaries*, 1840, Vol. I, p. 212.
31. James Thorne, *Rambles along Rivers*, 1844.
32. Access. B 38.
33. Manning and Bray, *History and Antiquities of Surrey*, Vol. 2, p. 649.
34. E. W. Brayley, *Topographical History of Surrey.*
35. Details from *Dorking & Leatherhead Advertiser*, 25 July, 1952.
36. Access. W 6.
37. F. B. Benger, "Thorncroft Manor", *Proc.*, Vol. 1, No. 6, p. 21.
38. Cal. of Patent Rolls—35 Edw. III, Part II, m. 24.
39. Access. W 44.
40. Access. X 66.
41. Access. W 47.
42. *S.A.C.*, Vol. XIX, p. 163.
43. By the V. & A. Museum.

44. Access. W 65 (Extracts from S.R.S., Vol. XXXII, 1st Committee Book).
45. *Op. cit. sup.*, Vol. 3, Appendix p. xxxvii.
46. T. E. C. Walker, *op. cit.*, p. 62.
47. *Ibid.*, p. 67.
48. Access. M 51.
49. John H. Harvey, F.S.A., "A Short History of Bookham", *Proc.*, Vol. 2, No. 5, p. 157.
50. *Op. cit. sup.*, pp. 60 and 62.
51. *Op. cit.*, Vol. 4, p. 433.
52. Access. W 36A (copy P.R.O., C54/6847 Close Roll, 1788, part 7, ro. 4).
53. *Surrey*, Vol. 3, p. 297.
54. In *A Pilgrimage in Surrey*, 1914, Vol. II, p. 250.
55. See map No. 7, *Proc.*, Vol. 2, No. 5, p. 134.
56. *Leatherhead Guide*, published by the U.D.C., 1950, p. 43.
57. *Gentleman's Magazine*, 1844.
58. By Mr. J. S. Ogilvy, *op. cit., sup.* Vol. II, p. 248.
59. Access. X 45.
60. Gibson Thompson, *Picturesque Surrey*, 1902, p. 114.
61. *Op. cit. sup.*, at p. 215.
62. A. T. Ruby, *op. cit. sup.*, at p. 13.
63. K.R.O., "Surrey Assize Rolls", JI i/864, m. 16.
64. Access. W 59.
65. K.R.O., M 78.
66. *Proc.*, Vol. 1, No. 4, p. 13.
67. See *Proc.*, Vol. 1, No. 10, p. 11.
68. B. M. Additl. MS., 12,549; and see letter of protest in Mr. T. E. C. Walker's article (*op. cit. sup.*) at p. 78.
69. E. Jervoise, *The Ancient Bridges of the South of England*, 1930, p. 28.
70. See map No. 8, *Proc.*, Vol. 2, No. 6, p. 169.

ADDENDA to the Article on JAMES DALLAWAY in Vol. 2, No. 7

Mr. John Harvey, F.S.A., has pointed out to me that the last item, "Antiquities of Bristow" 1834, in the list of Dallaway's printed work consists of William Worcestre's Description of Bristol, with an introduction and notes by Dallaway.

Mr. Stanley Godman tells me that the pane of glass from South Stoke vicarage with a scratched inscription by Dallaway came to light again in 1963 and was handed to the editor of the *West Sussex Gazette*, who proposes to give it to the new Arundel Museum.

F. B. B.

A HISTORY OF THE CHURCH AND ADVOWSON OF ST. MARY AND ST. NICHOLAS, LEATHERHEAD

By the late G. H. SMITH

Chapter III

THE 12th AND 13th CENTURY ADDITIONS

THE FIRST ADDITION made to the church was a manorial chapel, on the site of part of the present south transept, and, no doubt, built by the lord of Thorncroft who held the manor of the De Clares. As far as can be ascertained there is no documentary evidence to show who built the chapel, or even any mention of its existence. But a manorial chapel would be built on the side of the church nearest the manor house, and Thorncroft was the only one to the south of the church. Moreover, although the chapel was destroyed early in the 14th century, when the present transept was built, the Vestry Books of the 18th century mention the south transept as belonging to the occupier of Thorncroft—a very curious example of the persistence of a tradition.

Founders of churches, in old time, were usually buried in a stately tomb in the chancel they had built, so later magnates built a chapel with an altar for their own commemoration and that of their families, and as a burial place for themselves and their descendants. Many of these chapels were probably a thankoffering for the safe return from a foreign journey, or for preservation in time of war. Surrey churches are noted for the number of these manorial chapels. In fact, wherever a transept is found in a parish church, that was not built when the church was erected, it can be safely assumed that it was built as a private chapel.

The writer of the description of the church in the *V.C.H.*, and the late Mr. P. M. Johnston, both surmised that the present south transept was built on the foundation of an older transept. The present writer has made a very careful examination of the outside of the east wall of the transept and found that 2 feet of the wall next to the chancel is much older than the remainder of the wall. This old wall is not so high as either the wall of the transept or the chancel, and it terminates against an internal quoin, or angle, of Reigate stone. This makes it certain that the East wall of the south transept is built, in part, off the foundation of an older building, which may not have extended so far southwards. The internal quoin indicates that the chapel had either a rectangular projection to contain the altar, or, more probably, a semi-circular apse, the foundations of which would be destroyed when the dry-area was constructed. The chapel would be approached from the choir through a semi-circular arched opening and have an external entrance in its west wall.

The scanty remains make it impossible to give an exact date for the building of the chapel, but it was probably erected about the middle of the 12th century.

Ritual and ceremonial developments during the 12th century caused the next additions to be made to the church, the chief of which were the growth of the cultus of the Sacrament of the Altar, combined with increased devotion to the Saints and the use of processions in worship.

The need for providing additional altars to commemorate certain Saints and the difficulty of keeping a clear way through the congregation in the nave for the procession, was met by the construction of the aisles about 1190. These provided a space for an altar at their eastern end and at the same time gave an adequate passage room for the procession.

In order not interrupt the daily services, of which there would be at least three, the building of the aisles followed the usual custom of the time. The walls with the windows were built first and the nave roof continued down over the aisle, thus forming a commod-

ious shop for the masons to work the stones for the columns and arches. An opening was left in the new wall for the entrance of the workmen and materials, which was afterwards built up. Traces of these openings may still be found in the aisles of some churches.

Having thus obtained a weatherproof shop to work in, the masons would proceed to set out the position of the columns and arches on the old wall, and work the stones ready for fixing. The old wall was then cut through at the east end, sufficiently for the respond, or pier, to carry the east arch, and the stone built in. In a similar manner the eastern column was erected, and the arch formed, the old wall below being left in as a centre, or support, for the arch stones until the arch was completed. The other columns and arches were then dealt with in the same manner, and when they were all finished the old wall between the columns and below the arches was taken down to the floor level, and the aisle was ready for use, with the least possible interference to the use of the church.

The north aisle did not extend the full length of the nave, but terminated a little to the west of the present north entrance. The south aisle was built following the completion of the north aisle, but was carried to the full length of the nave, its western respond can be seen in the choir vestry.

A feature of great beauty is the carved capital of the eastern column of the north aisle, an excellent specimen of the stiff-leaf foliage of its period. Such individual treatment on one column or capital is often found in ancient churches, and may be a thankoffering of the mason.

At the east end of each aisle was an altar, with its screens, and it will be noticed that the adjacent window, although of much later date, has a different character to the other windows, being carried through the eaves of the roof, to gain additional light, and to indicate the position of the altar.

The development of the cultus of the Sacrament of the Altar, and especially of its ceremonial, was followed by the increasing demand for the lay people to see the Elevation of the Host as a centre for devotion. This could not be observed by many worshippers in the pre-Conquest church because of the narrow openings to the choir and chancel. Therefore, as soon as the aisles were completed, the opening to the choir was widened and the present arch built, and the east wall of the tower removed, giving the same view of the high altar as now, except there would be a screen with central doors beneath the arch. The chancel at this period was shorter than the present.

A unique feature of this work is the carved scallop shell stops to the chamfer, or splay on the sides of the opening beneath the arch, possibly, it has been suggested, a reminder of the mason's pilgrimage to some shrine.

At some time in the first half of the 13th century the church received the addition of a second manorial chapel, this time on part of the site now occupied by the north transept. Here, again, an examination of the outside of the east wall of the transept shows that a portion of the chapel wall was used in the 14th century transept, and some of the quoin stones of the north-east angle of the chapel still remain, indicating that the chapel projected about 10 feet to the north of the chancel.

As was the case with the south chapel, we have no evidence to show who built the north chapel. A possible conjecture is that it was a member of the family of De Michelem, who held land at Leatherhead at this period; probably the land, or part of it, held by Baingiard in 1086. The De Michelem's land was afterwards acquired by the de Aperdeles, one of whom founded a chantry at the altar of St. Mary, which according to Dallaway, appears to have been in the north transept. In the 18th century the Vestry Books show that the north transept was occupied by the inhabitants of the Mansion, in Church Street, and the owner of the Mansion was responsible for the necessary repairs. Mr. F. B. Benger

has shown that the Mansion stands on the site of the former manor house of the Minchin manor. This manor, or quasi-manor, was formed of land given by a de Aperdele in 1365 to the Prioress and convent of Kilburn. At the Dissolution of the Monasteries this manor of Minchin was granted in May 1541 to Thos. Stydolf who had purchased the manor of Great Pachenesham in 1538.

There is a remarkable squint formed at the junction of the east wall of the transept and the chancel. As the squint could not have been made while the north wall of the tower existed, this must have been removed when the chapel was built. The reason for a squint in this position was to enable a person in the chapel to obtain a view of the high altar so that he could ring the Sanctus and Elevation bells, which is an indication that there was in existence a bell chamber, as previously mentioned, over the choir.

The ringing of these bells was ordered by an Injunction of Archbishop Peckham, in 1281, but a ceremonial usage ordered by authority had probably been in use for a long time previously. The bell was rung when the Sanctus was said, as a warning to those not present in church to prepare to make their devotions when the bell was again rung for the Elevations in the Consecration. It is the same principle that is illustrated in the well-known picture by Millet, only the picture refers to the Angelus bell.

There would be an entrance to the chapel from the north aisle, and an oak screen would separate it from the choir.

It is uncertain when the original roofs were removed, but probably in the 13th century the building was re-roofed, in a similar manner to the present, and covered with stone slabs from the now disused quarries at Chaldon, transport from Horsham being impossible through the Weald.

The plastered wall surfaces in the interior of the church would be painted, during this period, with stories from the Bible and the Lives of the Saints, as a means of instruction for the people. Probably the old windows were enlarged and glazed, a few, perhaps, with stained glass.

LEATHERHEAD & DISTRICT LOCAL HISTORY SOCIETY

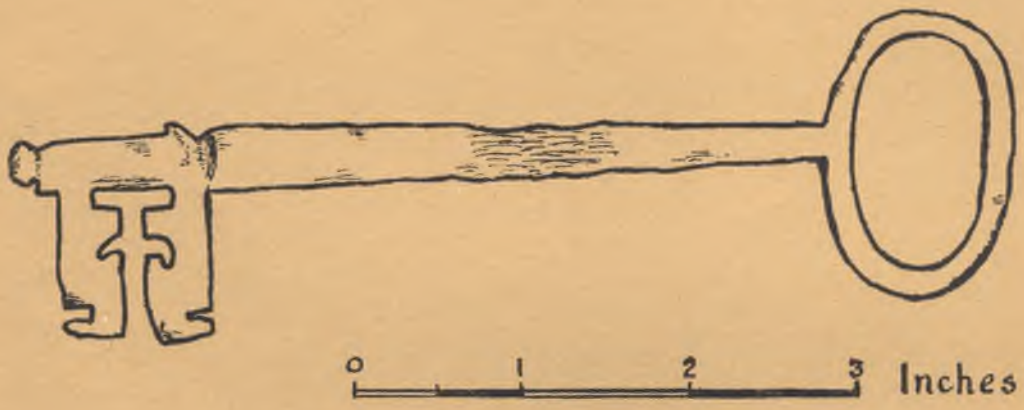
Receipts and Payments Account for the year ended 31st December, 1964

1963	RECEIPTS			*1963*	PAYMENTS		
£ s. d.		£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.
	Bank Balances as at 31.12.1963:—			*162 10 0*	Printing of *Proceedings*		98 12 0
	Midland Bank Ltd...	86 0 11		*12 4 6*	General Printing		5 11 8
	Surrey Trustee Savings Bank ..	50 14 7		*2 2 0*	Library		— — —
130 3 6			136 15 6	*14 10 5*	Postages, Stationery, and Sundry Disbursements		10 7 0
	Subscriptions:—				Subscriptions and Affiliation Fees:—		
	Annual	80 7 6			Surrey Record Society	1 0 0	
	Life Members	35 0 0			Council for British Archaeology ..	1 0 0	
76 5 6			115 7 6		Field Studies Council	1 1 0	
	Grants:—				South Eastern Union of Scientific Societies (1961–4)	2 10 0	
	Surrey County Council	25 0 0		*8 2 0*			5 11 0
	Leatherhead U.D.C.	15 0 0			Visits and Meetings:—		
40 0 0			40 0 0		Expenses	4 6 6	
	Donations:—				*Less:* Receipts	2 15 6	
	General	26 16 6					1 11 0
	Lecture Fees	16 0			Bank Balances as at 31.12.64:—		
5 14 6			27 12 6	*86 0 11*	Midland Bank Ltd...	133 18 5	
50 0 0	S. G. Blaxland Stubbs bequest ..		— — —	*50 14 7*	Surrey Trustee Savings Bank ..	87 12 1	
30 18 4	Sale of *Proceedings* and Binding Cases		21 10 2				221 10 6
1 0 0	Visits and Meetings		— — —				
2 2 7	Bank Interest		1 17 6				
£336 4 5			£343 3 2	*£336 4 5*			£343 3 2

I certify that I have examined the above statement which is in accordance with the Books and Records produced to me and in my opinion correct.

(*Signed*) A. H. KIRKBY,
Honorary Auditor.

(*Signed*) W. T. BRISTOW,
Honorary Treasurer.



OLD KEY FOUND NEAR LEATHERHEAD BRIDGE

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