

Modernising Effingham

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This article signposts some of the stages in the development of Effingham's communications, transport and utilities networks. From its historic situation as a relatively small rural agricultural village, the upgrading of these connections and services made Effingham an increasingly attractive location. This led to a notable surge in the village population in the early twentieth century, especially after World War I. By 1920 it began to attract such luminaries as the Ascrofts and then Teddie Gerard at Orchard Cottage – the earliest of a string of stars and bohemians to locate themselves here. The intention in this article is not to provide a highly detailed timeline of 'events', but to indicate through a collage of snippets and inferences yielded up by diverse sources the sorts of changes that began to be seen, and the general time-frames within which they occurred.

Introduction

From 1887 comes an interesting illustration of some of the inconveniences caused by Effingham's rural nature. On the evening of Saturday 23 July that year, the noted Victorian writer and art critic Violet Paget (who preferred to go by her pen name, Vernon Lee) came to visit for the first time her new friend Miss Susan Muir Mackenzie at Rose Cottage in The Street.

Immediately on arrival Vernon was presented with an awkward predicament. She found a telegram waiting for her. It contained an invitation from another very dear and prestigious friend, Janey Sevilla née Callander (1845-1923), known as Lady Archibald Campbell or Lady Archie. Lady Campbell was beautiful, bewitching and eccentric. Oscar Wilde once described her as 'The Moon Lady' with her beautiful beryl eyes. Whistler painted her several times. The invitation was to an event on the Sunday and was a highly tempting offer, but Vernon could not only not take it up, she had no way of sending her apologies to Lady Archie. On Sunday she wrote to her mother (then residing at Bagni di Lucca in Italy) about her intense frustration:

'On arriving last night I received a telegram from Lady Archie telling me she expected me to tea at Coombe Farm* today & would take me to a performance of Midsummer Night's Dream in somebody's garden at Richmond. I know it has cost her a deal of trouble to get the invitation, as she doesn't even know the people and I didn't expect it. And now I find there are no trains, on account of Sunday, to land me there in time, nor even a possibility of telegraphing an explanation. Beastly country!'

** Coombe Hill Farm, Norbiton, near Kingston upon Thames*

Vernon's problems arose from how, at that time, Effingham shut down on a Sunday. This was hardly unusual. However, despite the annoyance, her letter is evidence that by this time, significant changes to Effingham's 'connectedness' were already underway. Clearly there *was* a train service and a telegraph system on other days of the week. In other ways, too, constraints which had prevailed for literally centuries had already begun to melt away. Given Effingham's position relative to London – not too far but just far enough – and its beautiful fresh and healthy setting near the Surrey hills, by the 1890s these developments in transport and communication were making the village an attractive destination not only for wealthy business people looking for second homes – these had been in the village by 1800 – but also for middle and working class people on jaunts out of London for the day or the weekend. Steady improvements to the connectedness and domestic conveniences of the village meant that, by the 1920s and especially 1930s, Effingham was fully on track for its major expansion as an idyllic commuter-belt village.

It perhaps should be noted that from 1894 until the local government boundary changes of 1933, Effingham parish's affiliation was to the busy market town of Dorking, not to Guildford. Much of Effingham's civic progress was dictated by decisions made in the committees of Dorking Rural District: the Highways Board, for instance, or the Rural District Sanitary Authority, or the Planning Authority, with its gradually strengthening standards for new buildings. The first two of these committees had wide powers and considerable influence over the changing appearance and facilities of Effingham. Whatever Effingham residents or Effingham Parish Council (EPC) were hankering to do would usually have to obtain approval from these. To their frustration it was not always forthcoming; but time and again, when improvements were approved in principle, the Parish Council then shrank back from incurring the cost!

For the actual companies and commercial enterprises which then provided the services and utilities such as mains water, gas, electricity, a fire service and so on, it was usually not Dorking but Leatherhead which answered Effingham's requirements.

In the sections that follow, it has been possible in some cases to analyse data about occupation, ie employment, from the 1901 Census. This information is readily obtained from the pages filled in by the enumerators. It would be fascinating to repeat this survey for 1911 – to make, for instance, a comparison of the numbers of grooms and stablemen with chauffeurs. Unfortunately, to do a similar analysis of occupations in the 1911 Census would require one to look at the separate record of each individual householder, so (as of yet) this has not been attempted.

Communication

It has always been possible to send messages to a named recipient by personal courier, so long as one could cope with the cost and the length of time the message would take to reach its destination. If the latter was inland, for centuries the fastest method was a rider on a galloping horse; if overseas, by sailing ship under the control of the weather. In the mid-eighteenth century, however, improvements to the drainage and surfacing of main roads in the national road network, often by local turnpike trusts, played a major part in reducing the journey time of the couriers and also the mail coaches which carried newspapers as well as letters. On the really fast roads, for instance those radiating out across the country from London, officials had bugles with which to forewarn the turnpike gatekeepers of their approach so that the gates could be opened in readiness and the horses did not have to slow down. Thomas de Quincey (the 'opium eater') was thrilled by the whole business of the mail coaches and the breakneck speed at which they travelled. He wrote a stirring essay *The English Mail Coach, or the Glory of Motion* which first appeared in two parts in Blackwood's *Magazine* in October 1849, in which he paints glorious pictures of the urgency and drama. For urgent and non-routine messages of national importance, primitive signalling systems had been developed, for instance beacons and semaphore towers, as described in the article *Texting in the early 1800s* by Mark Eller [Effingham Local History Group (ELHG), *The Bulletin*, No 22, March 2023, p36]. In what follows, however, we are concerned with the arrangements in Effingham for the everyday messages and communications likely to be needed by families.

The postal system

The General Post Office, a service open to all which gradually answered this function, was first founded in 1660, although it took many decades to reach the level of organisation needed for national coverage. Beginning with the setting-up of the main post offices in the larger towns the network was steadily expanded by contracting sub-post offices in the smaller towns and eventually the villages. It was not until 1793 that postmen were uniformed. The first adhesive stamps became available in 1837. The Money Order Office was established in 1838, allowing money-transfer services to be performed at post offices, for instance via postal orders. On 10 January 1840 a significant development was the introduction of the penny stamp for all letters uniformly; and, just as importantly, letters were now to be paid for by the sender not the recipient. The cheapness, efficiency and availability of this means of communication were dramatically improved. The quantity of letters and postcards routinely written to friends, family, servants, shopkeepers, work colleagues and so on seems to us today astounding – but is probably not so, given how much use people today make of email, smart phones and social media.

Quite when Effingham first had its 'receiving house' or sub-post office is not clear. Currently, the first known recorded information is about the 1840s. *Kelly's Post Office Directory of the Six Home Counties* for 1845 has, in its description of Effingham, this entry:

'POST OFFICE.— Mrs. Elizth. Bradford, post mistress.

London letters arrive from Leatherhead, by foot post, at 1/2 past 8 p.m.; despatched 5 p.m.'

The '8 p.m.' was very probably intended to be '8 a.m.'. More detail about the history and changing location of the post office in Effingham can be read in ELHG's article *Effingham Post Offices*. According to the Tithe Map, in 1841 Mrs Bradford (c1767-1847) and her husband Robert (c1770-1843) were living in the cottage now called Dormers on the corner of Church Street and Chapel Hill.

By the time of the 1845 *Kelly's Post Office Directory*, Robert had died aged '76' according to his death certificate in 1843, and Elizabeth was also very elderly. She died aged '80' only two years later in 1847. If therefore she really was still the postmistress in 1845, one might construe that it was in name only and that an underling was actually performing the duty – perhaps Mrs Naldrett, who succeeded Mrs Bradford in the role and also, with her husband, seemingly occupied Dormers for a time. One might also wonder whether Mrs Bradford would have first taken up her role of postmistress many years earlier. Her husband's

family the Bradfords had been the proprietors of the inn, *The Queens Arms* or *The Black Horse*, later *The Prince Blücher*, at the main crossroads, which would have been an ideal place to site the handling of the incoming and outgoing post. But this is speculation. We may also speculate over whether the role of postmistress in Effingham changed somewhat around 1841 following the explosion in postal traffic caused by the introduction of the Penny Black.

By 1891, the sub-postmistress was probably Mrs Naldrett's daughter Sarah, by now Mrs Lugsden. In that year, we find from the Census that William Cox aged 14 was Effingham's 'Post Boy', living with his family at an undisclosed address in 'The Village'. He had been born in Effingham in 1876, child of Sarah and Thomas; Sarah was a laundress and Thomas a gardener. Rather curiously for its parallels, in 1943 *Candleford Green*, a fictional but highly-regarded account of life as experienced in a small rural (Buckinghamshire) post office was published by Flora Thompson. It is based on her own personal experience and memories of joining her local post office as an assistant aged 14 in 1891! As such it might perhaps be read for interest alongside ELHG's account of Effingham's post office under the Naldretts, Wests and Butchers.



Figure 1 This detail from the Tithe Map surveyed in 1842 shows Plot 258, the dwelling of the Bradfords.

In 1901, the Effingham Census recorded four postal workers: Mr William Butcher, sub-postmaster and also a carpenter; Margaret E Goodwin aged 20, a Post Office Assistant, boarding with the Butchers; Percy Griffiths aged 16, the Postman; and Frederick Lamb aged 15, the Post Office Messenger (see ELHG's article *The Effingham Census of 1901*).

Post Office pillar boxes were first introduced nationally in 1852. There was a pillar box on Effingham Common Road by 1894 as we know from discussions about the water supply. The first post box in Effingham of which we can see evidence is not free-standing but set into the wall at the main crossroads, and it comes from many years later. It has 'GR' on the front and is of a design used in the reign of George V (1910-36). Postcard evidence shows the arrival of the post box by the early 1920s.

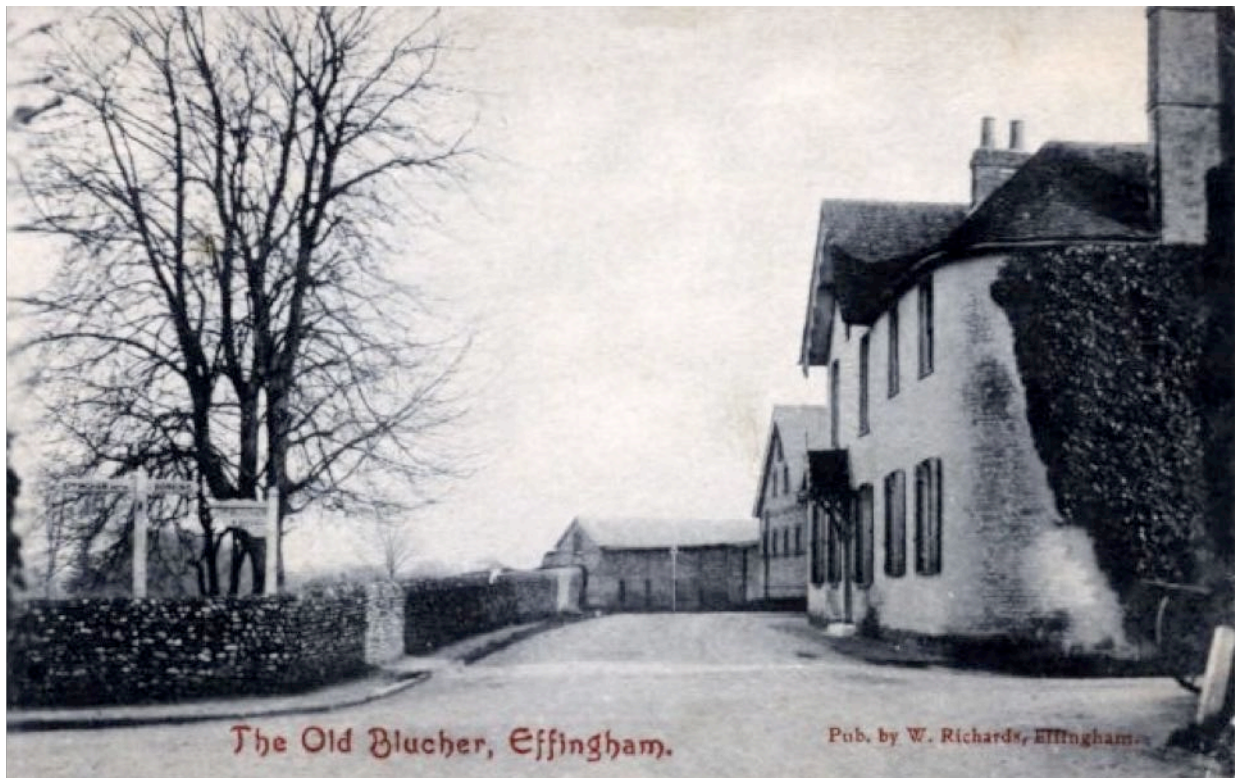


Figure 2 A postcard dateable to 1906, without the post box.

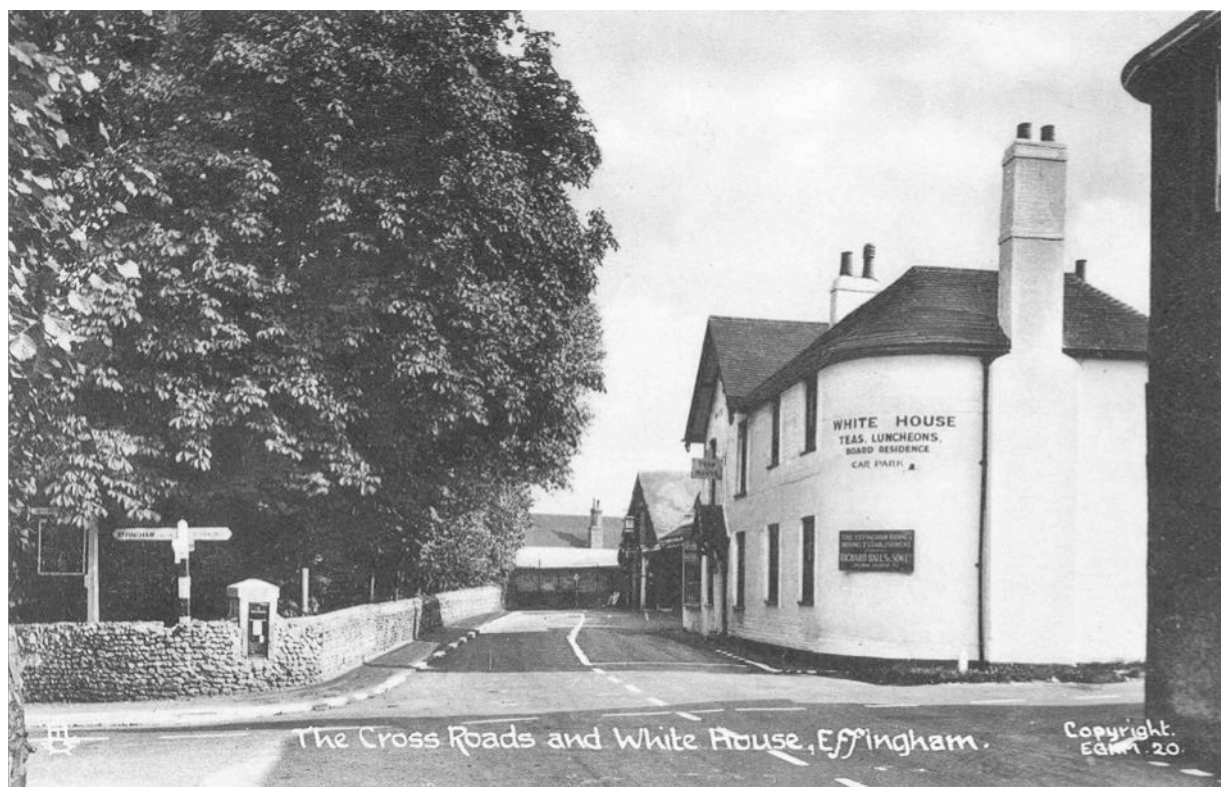


Figure 3a A postcard of the early 1920s, with the post box *in situ*.

This post box was positioned exactly in the middle of the parish, halfway between the northern and southern tips. It was removed in the early 1960s when the flint wall was demolished as part of the realignment of the Guildford Road and the crossroads.

Nationally, the interest in sending picture postcards escalated after 1902 when for the first time the Post Office allowed a format in which the picture could fill one side, with both message and address sharing the reverse. Previously, the address alone could be on the reverse; thus both picture and message had to be on the same side, which was inconvenient. The earliest dateable postcard we have of an Effingham view is dated by the franking on its stamp to 1902, and as luck would have it, it shows the same location as Figures 2 and 3 above. It is seemingly one of the very first published by William Richards, the proprietor of the Effingham bakery and village stores. From that time on, a steadily increasing number of views of Effingham were published and the information preserved in them is an invaluable historic resource. Several are used to illustrate this article.

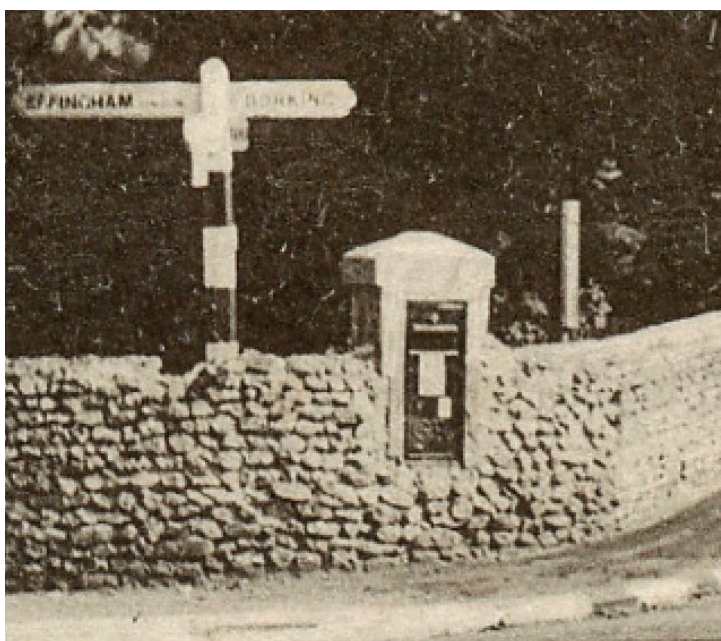


Figure 3b Detail from 3a showing the post box.

The telegraph

The telegraph system was of course used for conveying the more urgent messages where it was important that the news became known as soon as possible, faster than the post could manage. It was an electrical system using a pulse transmitted along overhead wires strung between poles. It first became a viable technology in the 1840s. Initially the lines connected railway stations but soon were extended to link with nearby towns and cities. Provided by independent local companies to begin with, these services were all

nationalised in 1870 and taken over by the Post Office. The date on which a telegraph service first became available to Effingham is not currently known, although seemingly it existed by 1887 when, as we have seen, on a Sunday it was not available to Vernon Lee. It may have arrived along with the railway line, ie in or after 1885. A photograph of a later Post Office family, the Butchers, outside the Post Office (then Old Post Cottage on Church Street), having suggested date c1903, includes a large sign on the front clearly advertising the 'Telegraph' facility, plus insurance and other aspects of banking ie postal orders and savings.



Figure 4 Telegraph poles in The Street; not later than 1928.



Figure 5a Old Post Cottage in Church Street, perhaps c1902; from *The Leatherhead Advertiser* of 10 February 2011.

When a transatlantic cable was first laid in 1858, the efficiency of contacting anywhere in the wider world improved dramatically. The surviving correspondence of the Pauling family, who had a house in Effingham from the late 1890s, includes several examples of telegrams from around the globe sent in the 1920s by Mrs Pauling, on her world tours, back to her daughters in England. But long before that, entrepreneurs such as Messrs Pauling, Lambert and Czarnikow whose businesses relied on international contacts could all have benefitted from this connectedness when they were at their country homes in Effingham, away from their London offices.



Figure 5b Detail from 5a showing PO services including telegraph.

Telephone

On 10 October 1901 the wish of Mr Pauling to have a telephone installed at his home The Lodge, which would mean having poles installed along The Street, was discussed by EPC. Councillors were not in favour: 'Telephone poles to Mr Pauling's house would in consequence of the narrowness of the Lane from the Guildford Road through the village be dangerous and inconvenient – carried.' We must perhaps conclude that at some point before this (ie 1901) the line had been run out from Leatherhead along the Guildford Road, from which Pauling wanted to take a spur.

Mr Lambert at Effingham House, which is actually on the Guildford Road, would have been better placed to have one of the first connections, and his telephone may have been installed many years before it was noted in the sale particulars of Effingham House in 1917.

Mention of connecting to this line features in the EPC Minutes of 28 February 1913, when again Councillors were objecting to a proposed new line. This scheme would require the siting of poles from the Manor House (Effingham House) 'aside of the road leading to High Barn'. This, they felt, would be dangerous on the narrow road, and 'spoil some of the best scenery for miles around'. Presumably this line was wanted by Countess Azalea Lewenhaupt Falkenstein to connect up Effingham Hill House, because Councillors suggested that a preferable route would be 'The Avenue' (Beech Avenue), where the poles could be 'almost entirely on Effingham Hill property'.

The convenience of the telephone meant that attitudes to this new form of visual blight did soften. Just a few months later in 1913, on 25 July, a further application – this time for telegraph poles to be run from The Blücher Hotel in The Street to Effingham Common – was discussed by EPC. Perhaps surprisingly it was approved, although by only one vote (and they still maintained their objection to the High Barn scheme).

It took a while for coverage to reach the whole parish. As late as December 1927, the Post Office advertised its plan to install a line of telegraph poles along the Guildford Road 'From existing line near the Manor House to a point near The Old Turnpike Cottage, Guildford-road'.

By November 1933 [EPC Minutes, 27 November 1933], residents had apparently raised the question of a public telephone box in the village. Under Any Other Business, Cllr Arthur Edwin Sayers (who lived at 'Molstyn', Orestan Lane), reported that 'this was a Service that was greatly needed in the Village, & a matter for which Parishioners had asked him to urge'. EPC agreed and by 12 February 1934 had made the formal application, but progress was slow. At the meeting of 16 April 1934, EPC resolved to follow up its earlier request with more pressure: 'On the motion of Mr West, seconded by Mr Bunce, the Clerk was instructed to write & ask for a reply to their application of March 12th & again urge the necessity for a Public telephone call box in Effingham accessible to the Public, at all hours of the day & night, & to point out that in Fire, accident, or Sickness life might be at stake'. The telephone company was not bursting to comply. Minutes of the Annual Parish Meeting of 5 March 1934 record 'The question of providing the village with a telephone kiosk was again raised. The Clerk stated that he had already made two applications for a kiosk, & had been informed by the Telephone Service that it was felt from the use made of the existing call office, there was not sufficient demand to warrant the provision of additional facilities in the village. On the motion of Mr Nottage, seconded by Mr Forehead, the Clerk was instructed to write again requesting that the question be reconsidered. The Clerk is to point out in his letter that neighbouring villages were already

provided with such facilities, whereas the call-box in Effingham was situated in private property, & was available to the public during Post Office hours, except by the courtesy of the occupiers. Therefore, full advantage of the call-box could not be expected while such conditions remained.' It appears that the telephone company then wished EPC to pay some sort of annual sum as a guarantee, which it was not prepared to do [Minutes 27 June 1934]. Telling details in these Minutes also reveal that the current public telephone inside the Post Office was less than satisfactory in other ways: 'the Council wish to point out that serious complaints have been made that the existing call box in the Post Office is not sound proof, that telephonic communications made at this call box are heard by the general public using the Office'. The renewed pressure succeeded. By early 1935 a kiosk had been installed, beside the Post Office [Minutes of Annual Parish Meeting, 25 March 1935]. A request for a further telephone kiosk in Effingham had come from residents at the Annual Parish Meeting in 1934 [5 March 1934]. They wanted a phone box at the north end of Woodlands Road, (and also a pillar box on Orestan Lane, to serve the growing population on former Home Farm land). In 1938 and 1939 respectively they were still requesting this phone box.



Figure 6 The telephone kiosk eventually installed near the Post Office, then run by I. & J. E. McLarty; this view said to be 1987. The Post Office and the telephone box are no longer there.

Transport

This section firstly covers different forms of transport – the railway, cars and buses – and then looks at issues to do with roads.

The railway

From 1860 you could catch a train from Victoria or Waterloo to Leatherhead, and from 1867, when this service was extended, to any of three stations in Dorking. The latter put the beauties of the Surrey hills and Ranmore within reach of London day trippers, but it also provided a reasonably handy connection for the residents of the south of the parish who were only some five miles away, for instance those at Effingham Hill, Dunley Hill and The Hermitage. Because of the significant hills between Effingham and Dorking, it was nevertheless a strenuous route for pedestrians, cyclists or horse-drawn vehicles especially when the surfaces were wet.

It was not until nearly 20 years later that you could catch a train at the northern end of the parish. That became possible in 1885 when a line from London to Guildford via Surbiton and Cobham was completed. The line passed just to the north of Effingham. An additional stretch linking it to Leatherhead

via Bookham was built and thus the 'Effingham junction' was born. Initially there was no station at the junction; it was just a halt with a box from which signalmen could operate the points and signals. In other words, at first, the nearest station at this end of the parish was Bookham, opened in 1885. But eventually in 1888 a modest station with a small wooden ticket office and wooden waiting rooms on the platforms (no commodious brick-built facilities, such as at Bookham) was created at Effingham Junction.

The opening of this station had major consequences for the village – not only for the convenience of residents but also for the road network, the use of the Common by the grazing animals, and eventually for its ecology. These are dealt with in the section below on Roads. The railway also affected the speed at which news and the post could travel around the country.

A 1924 advertisement in *Country Life* for new houses about to be built at Effingham by the Effingham Estates Company drew attention to the 'Excellent train service, season ticket rates £5 11s a quarter'. A very attractive sales brochure [University of Reading, Special Collections, Reserve Folio 711.58094221-EFF] put out by the same company, also in 1924, explains:

'The question of accessibility is naturally one of vital interest to the business man. From Effingham Junction Station two routes to Waterloo are available – one via Leatherhead and Epsom, the other via Surbiton and Wimbledon. There is also an alternative route via Epsom to Victoria. The train service to and from Waterloo is already excellent, season ticket rates are relatively low, and the time taken for the journey is but 45 minutes – or about the same as that necessary for anyone living in say Ealing to reach Mansion House [ie the City]. The journey can be made in perfect comfort without the necessity for strap-hanging [ie as necessary on the Tube], and at the end of the journey is the beautiful open country.'

In 1925 the line to London was electrified. The resulting reduction in running time to London is specifically mentioned in the 1925 sale particulars for 'The Northern Estate' section of Effingham East Court Manor: 'four trains an hour and the journey time to Waterloo reduced to 36 minutes' [SHC Ref: SP/1188].



Figure 7 After 1925, the Effingham Junction ticket office on the line then being run by Southern Electric.

Car ownership

It would be fascinating to know when the very first car pattered through Effingham. That said, traction engines were to be seen on the roads long before cars. A newspaper item from *The Surrey Advertiser and County Times* of 23 June 1877 explains how a resident of East Horsley riding home from Leatherhead in a trap was injured on the road between Bookham and Effingham, when the driver of a traction engine accidentally frightened the pony and caused it to bolt. Note that at the sight of the engine, anticipating the

very great danger to the passengers if the pony should be startled – correctly as it turned out – the driver had already wisely released it from the trap. This is an early instance of the uneasy relationship between engines and horses or flocks of animals or pedestrians which endured for many years. One might think of the circumstances surrounding Mr Killick of West Lane Farm (Orestan Lane) driving his dairy herd from there through the very centre of the village and along Lower Road to their grazing at the ‘The Park’, twice a day. A dateable early example of road rage occurred locally in 1906, when a car driven by Mr Walter Allen, the tenant of Dunley Hill, became involved in an altercation with a shepherd herding a flock of sheep along the road at West Horsley. We will encounter Mr Allen and his driving again.

EAST HORSLEY.

ACCIDENT TO MR. EDWARD HOOKER.—An accident befell Mr. Edward Hooker, the well-known guardian, on Friday week. He was riding home with his daughter from Leatherhead, when meeting with a large traction engine on the road between Effingham and Bookham, they took the precaution to get out of their trap, and as Mr. Hooker was leading the pony, the driver of the machine incautiously turned on the steam, which caused the animal to bolt, and Mr. Hooker was knocked down and run over. The pony was stopped by a passer by, and with assistance, Mr. Hooker, who was badly bruised, and temporarily lamed, but happily sustained no serious injury, reached his home, at Manor Farm. Miss Hooker fortunately escaped injury. This accident explains the absence of Mr. Hooker from his accustomed seat at the Guildford Board of Guardians, on Saturday.

Figure 8 Newspaper extract about the pony accident; *The Surrey Advertiser and County Times*, 23 June 1877.

THREATENING A MOTORIST.—At Guildford on Saturday, John Henn, labourer, was summoned for using threats towards Walter Allen, a motorist, of Dunhill, near Dorking, at West Horsley, on August 21st. He pleaded guilty. Mr. W. M. Maud, who appeared for the complainant, said his client, with whom were two sisters and his father, was driving a motor car between Horsley and Clandon, on the Guildford-road, on Tuesday, August 21st, when they saw in front of them a flock of sheep, driven by the defendant. The car was steadied down, and actually came to a stop within 10 or 20 yards of the sheep. Defendant evidently had some prejudice against motorists, and when he saw the complainant's car coming, he left his sheep in the road and went towards complainant, brandishing his stick, using a considerable amount of very bad language, and threatening to “bash in the brains” of the occupants of the car. They thought he was a madman, and when eventually they got away, they gave information to the police. Defendant had apologised for his conduct, but his client asked that he should be bound over to keep the peace, in order that such men might understand that motorists should not be threatened in this	way. The complainant said he was honestly frightened at defendant. Defendant said he tried to get his sheep out of the way of the motor car. He had 354 sheep, and it was a job to clear them out in one minute. He called out to the motorist to stop. A fortnight ago they had a sheep run over by a motor, and it had to be killed. His dog was knocked down in Leatherhead by a motor car, and he could not get her near a motor car now, so he had to clear the sheep away himself. He admitted that the motor car stopped a few yards from the sheep, but the dust from the motor car and the sheep was so great that he could scarcely see how near it was. Defendant's employer wrote to the justices saying that if defendant did threaten the motorists it was only due to his care for his flock; he was an exceedingly careful and steady man. The Chairman (Col. Hadaway) told defendant he must keep more control over himself. He was bound over in the sum of £5 to keep the peace for six months.
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Figure 9 Newspaper extract about the sheep incident; *Dorking & Leatherhead Advertiser*, 1 September 1906.

The earliest image we currently have of cars and motorists in Effingham is a photograph of drivers from London making a two-day round trip out to Effingham around Easter 1899. The picture appeared in the *Autocar* magazine of 22 April 1899. It shows a view taken outside the ‘Hotel Blücher’ (called as often ‘The Prince Blücher’ in contemporary sources) at the main crossroads. The supporting text in the magazine says:

‘The photograph, from which our illustration is made, was taken on Saturday last at an autocar run organised by Mr Hewetson. The cars are all of the “Benz” make and include Mr Butler's two-cylinder dogcart. The autocarists were photographed outside the Hotel Blücher, Effingham, near Leatherhead, where they stayed before returning to town.’



Figure 10 1899, the autocarists.

In the 1890s and early 1900s it became increasingly common for the wealthy to own cars. The passion for motoring out to picturesque spots around the country as a leisure pursuit, often guided by gazetteers indicating the choicest places to visit or ready-made tours, escalated steadily, and the Surrey area was a frequent choice. For instance, Charles George Harper (1863-1943), who drew a pen and ink view *Effingham Churchyard*, was a prolific author of magazine articles of this sort besides some 170 self-illustrated travelogues which described – in affectionately picturesque language – roads, coastlines, social history, literary connections, coaching routes and the like. These included in 1892 *The Brighton Road: the Classic Highway to the South* and in 1895 *The Portsmouth Road and its Tributaries: Today and in Days of Old* (the Portsmouth Road was the A3), the latter of which brought him very close to Effingham. In 1916 *The Sphere* included an advertisement about batteries for car headlights, using for illustration a picture of the darkness of ‘The Avenue’ (Beech Avenue) and suggesting this was a well-known route for tourists. In 1920 an article in *Country Life* about the new Napier car used a photograph of it at the junction of Beech Avenue and High Barn Road.

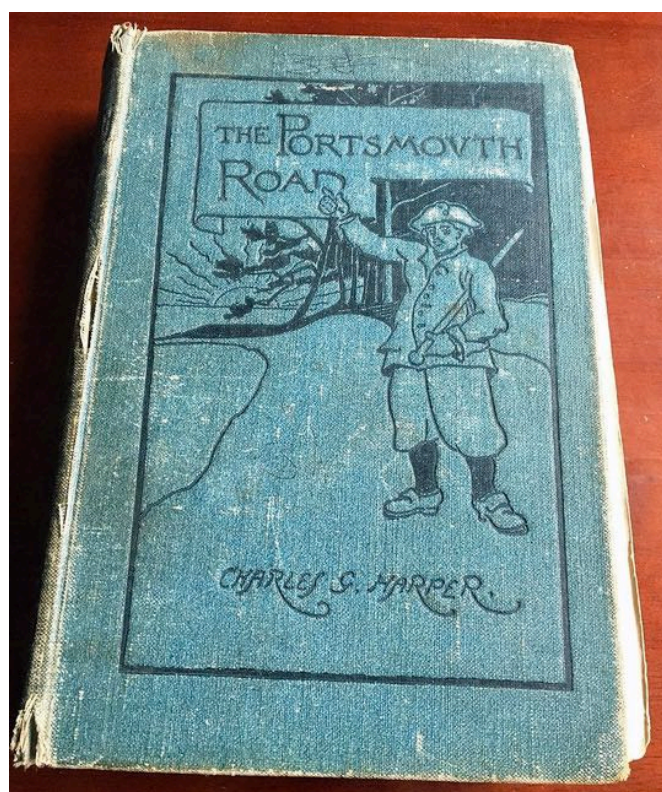


Figure 11 Front cover of *The Portsmouth Road*, 1895.



Figure 12 The Napier in *Country Life*, 28 August 1920; © Future Publishing Ltd.

But these motorists are visitors and day-trippers – what evidence is there of car ownership by residents of Effingham? Amongst the vast majority of the villagers, few are likely to have owned cars until the 1930s, relying instead on walking, bicycles, motorcycles, buses or even Mr West's taxi service from Yew Tree House in The Street for their normal day-to-day travel. Evidence for the extent of car use and car ownership is patchy, but of course it begins with the wealthy few. What is known so far is presented below in roughly chronological order.

When Adrian George Estler first went to court in 1958 to argue for the commoners' rights attaching to his home Leebrook on Effingham Common, two elderly village residents gave evidence. One of these was 'Bob' (Robert) Ranger, son of Edward and Mary Ann, who reportedly said that he was born in 1884 (but actually 1885). He told the court that he 'remembered earning many a penny by opening gates for the "toffs going to town".' By this he meant the ancient gates closing off the track at the northern and southern ends of Effingham Common.

Does Bob's testimony imply that already by the early-mid 1890s, wealthy Effingham gents such as Lambert or Czarnikow – to name the two most obvious 'toffs', Pauling not having arrived yet – were motoring to and from the station? It may of course be that this just refers to horse-drawn carriages. In 1949 Joseph Stewart Adams (1876-1952), who was Head of the local school from 1910 to 1945, contributed a long historical account of the village to the Effingham Women's Institute's *Effingham Village Scrap Book* [SHC Ref: 7650/12/8]. In a section headed 'The Conditions Prevailing in 1910' he recalled:

"Traffic slight, did not prevent children from playing games on the highway such as "Five Stones", Marbles, trundling hoops and ball games. Gigs and dog carts journeying to and from the Railway Station often had to wait [for the children to get out of the way?] – only one motor car used the Village roads. Buses had not arrived and it was still in the future that the

C.A.V. ACCUMULATORS
British Made Throughout

Taken at midnight entirely by the aid of C.A.V. Lamps. The exposure given was one hour, and during that time the accumulators ALONE furnished sufficient current without assistance from the dynamo

Weight and size considered, C.A.V. Batteries have exceptionally large capacity

*There's a C.A.V. accumulator
 :: for every purpose. ::
 Write us your requirements.*

Motorists will recognise this picture
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 SURREY.

C.A. Vandervell & Co. Ltd.
 ACTON, LONDON, W.

Figure 13 Beech Avenue at midnight – the advert for car batteries powering good headlights; *The Sphere*, 27 November 1916.

scholars were permitted to go outside and view their first flying machine. ... Long distances to school were a regular thing, and in some cases three miles. No child rode a bicycle. Some born in the Village had not seen the Railway Station until in their teens, when the school organised outings to the coast etc.'

Old 'uns clash on a common law point

BOB RANGER, Bert Ranger, Harry Tyrell . . . like an Uncle Tom Cobley cavalcade, the village grey-beards went to the witness box yesterday in the case of William the grey horse.

They dug deep into memory to tell the judge at Dorking county court about grazing rights on Effingham Common, Surrey, where William, his owner claims, was impounded by a farmer over a year ago.

William is still in custody. So his owner, tree surgeon Mr. Adrian Estler, sued for his return. He also claimed damages up to £300 for William's detention.

The farmer, Surrey county councillor Mr. Archibald Murrells, of Leewood Farm, Effingham, counter-claimed £30 damages for the grass William ate.

Is the land—known as Hook Common—common pasture or private property? To help Judge A. A. Gordon Clark decide this problem first came—

Born there

BOB and BERT: Both were born in houses on the common—Bob in 1884 and Bert in 1875. For the defence they said that for as long as they remembered animals were turned on the common to graze.

Bob remembered earning many a penny by opening gates for "the toffs going to town."

HARRY, for the defence, said he could not remember the year he was born. But he remembered playing pitch and toss on the common as a boy. They were hidden, he said, by the dense scrub and bracken that made the common useless for grazing.

Mr. Murrells said that after he put up posts to keep cars off the land Mr. Estler put his horse out to graze.

In July, 1956, Mr. Estler struck him with a riding crop and rode his horse at him.

Reserving his decision, the judge said it was desirable that William's fate should be determined before too long.

Figure 14 Bob Ranger's testimony; *News Chronicle*, 7 June 1958.

We know that by 1892 the people on the way to the station were being made irritable by delays – but we still do not know whether they were in carriages or cars. In that year Mr Lambert wrote to the Dorking Highways Board about the desirability of removing the 'old' gates, which would be 'a great boon to persons driving to the Railway Station'. The people grazing animals on the Common definitely did not want the gates removed. More on this issue is outlined in Appendix I.

In the 1901 Census there is no mention of any Effingham resident having employment related specifically to cars. There are two engineers, but they are dealing with static or electrical engines. Currently, the first conclusive evidence of car ownership is from 1904: an advertisement placed in the *Country Life* edition of 4 June, on behalf of Mr Pauling at The Lodge, already wanting to sell on a battery-powered (ie electric) car manufactured by the Brush Electrical Engineering Company (formed 1889): a 'sporting wagonette' which carried seven people and originally cost £650. The contact at The Lodge is 'Coachman'. A tentative conclusion is that it was Mr Pauling who was the one car-owner noted by Stewart Adams.

EFFINGHAM COMMON GATE.

The Surveyor laid before the Board a letter from Mr. Lambert, respecting the gate at the end of Effingham Common-lane, and stating that as the gates there and at Great and Little Bookham Common were old, it would be a great boon to persons driving to the Railway Station to have them taken down.—The Clerk was directed to communicate with Mr. Czarnicow, the Lord of the Manor, on the subject.

Figure 15 A report of Mr Lambert's request; *Surrey Mirror and General County Advertiser*, 30 July 1892.

As one would expect, the earliest *pictorial* evidence of car ownership in Effingham appears in the photograph albums once owned by the richest families. In order of their arrival in Effingham these were the Lambert, Ross and Pauling families which we now consider in turn.

Charles Edward Lambert was an extremely wealthy tobacco merchant who came to Effingham with his wife and family of seven children (six of whom were girls) in 1885, when they took the lease of Effingham House as their country residence. The Lambert girls were born between 1870 and 1877 whilst their one brother Charles was born in 1878. The Lamberts were in Effingham until 1917. Surviving photograph albums begin in 1894.

The Lambert family albums include several photographs of exquisitely turned out horse-drawn vehicles and horse-drawn farm carts, also many fine bicycles; but there is a notable absence of images of cars. This does not imply that the Lamberts had no cars, but currently there are only two photographs known showing cars connected with Effingham House. One of these appears in Elsa Adria Lambert's own personal album – which is more of an autograph book capturing who attended various events – on a page for a weekend gathering of 18-21 June 1904 and shows an Oldsmobile with an unidentified male driver. Elsa Adria was the youngest daughter, born in 1877. She was soon, if not already, to be a driver herself: in a Ross album photograph of about 1907-8 she is shown driving a car, as described presently.

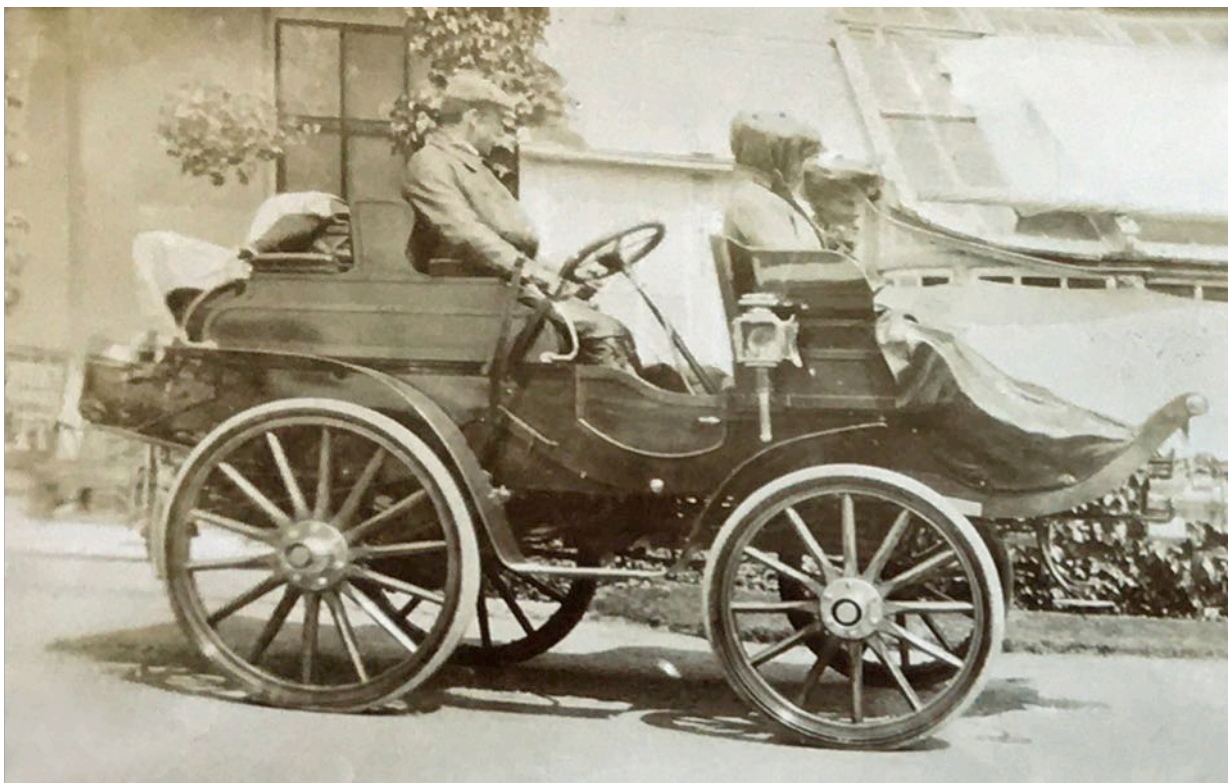


Figure 16 Unknown driver in an Oldsmobile from Elsa Adria Lambert's album; 18-21 June 1904.

The other photograph is of unknown provenance and shows guests arriving at Effingham House for a social event, presumably prior to Charles senior's death in 1910. A large station wagon, the sort used for collecting weekend visitors, is shown drawn up near the front entrance.

James Aitchison Ross was a wealthy stockbroker whose large family occupied The Villa, (later Grove House on the Guildford Road, virtually opposite today's Golf Club) from the late 1880s until his daughters departed from there after the death of their father in 1920. Ross is not known to have had a London residence, and may have been one of Effingham's first city commuters. His wife Amy Lydia (née Cobb) was the aunt of the racing driver John Rhodes Cobb (1899-1952), although Amy died before John was born and he was rather younger than his Effingham cousins. One wonders how different the number of cars in Effingham would have been had the Lamberts and the Rosses had twelve *boys* between them.

The photograph albums assembled by Effie Jane Ross and her sister Jessie Eva begin in 1904. They include several photographs of cars. The Ross daughters were born between 1881 and 1893, so they were effectively a decade younger than the Lambert girls. Maybe this slightly younger age profile made the Rosses more receptive to the idea of cars and enthusiastic about driving them. The changed circumstances of World War I gave many women of their generation encouragement, or at least an opportunity, to drive

(see Appendix II). That said, one of Effie's photographs is of the youngest Lambert daughter, Elsa Adria, at the wheel of a car when aged about 30.



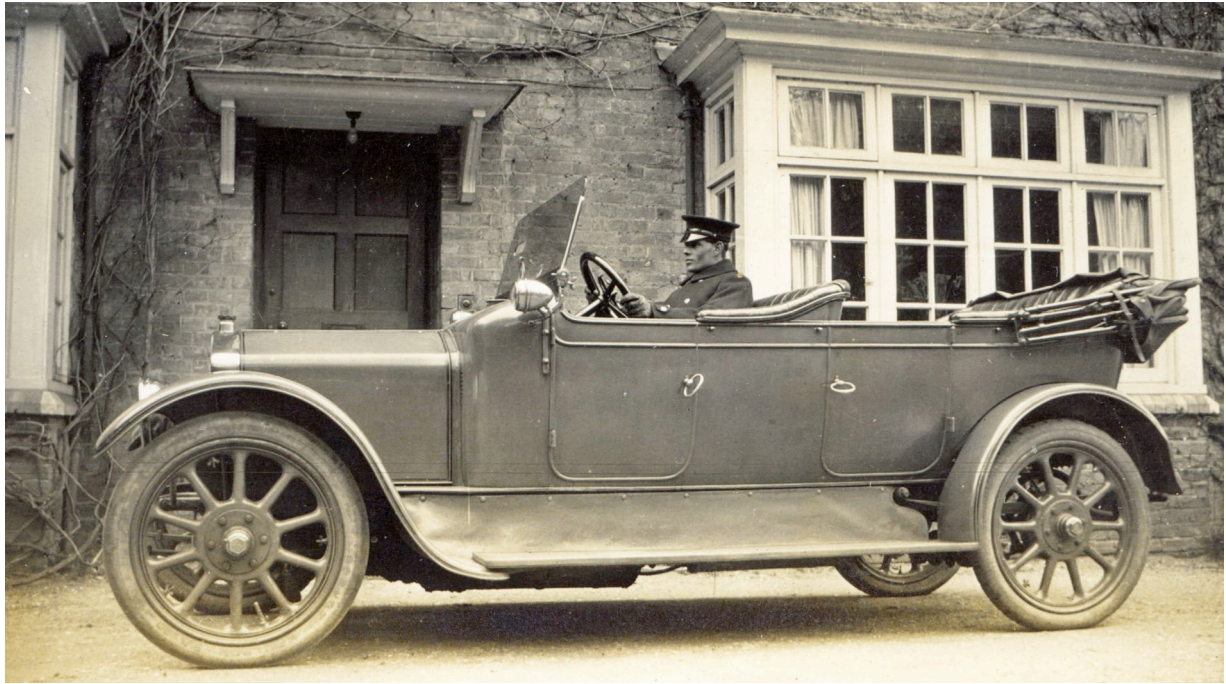
Figure 17 Guests arriving at Effingham House; probably no later than 1910.



Figure 18 Elsa Adria Lambert at the wheel of what might be an early Talbot car, 1907-8.



Figure 19 Members of the Ross family in front of The Villa, with Effie Jane at far right; June 1914.



Figures 20, 21 WW1 or after.

Two views: one of a chauffeur beside a car drawn up in front of the Villa, and another of him in the driving seat of it. Conceivably this is a visiting car and driver rather than an employee of the Ross family – or even a military one, although there are no military insignia visible.

George Craig Saunders Pauling was an extremely wealthy civil engineer who bought The Lodge in Effingham in 1897. Surviving Pauling photographs (many of them not in albums) cover the period from the late 19th century.

The Pauling family albums include several images in which the car is the sole subject of the photograph, and by accident or design this collection shows a more full-blooded enthusiasm for cars than those of the Lambert and Ross families. As a person much involved with locomotives, engineering and travel, it would hardly be a surprise if Pauling were an early motor car enthusiast. There may be some photographs showing him before he came to Effingham but it is hard to be sure.

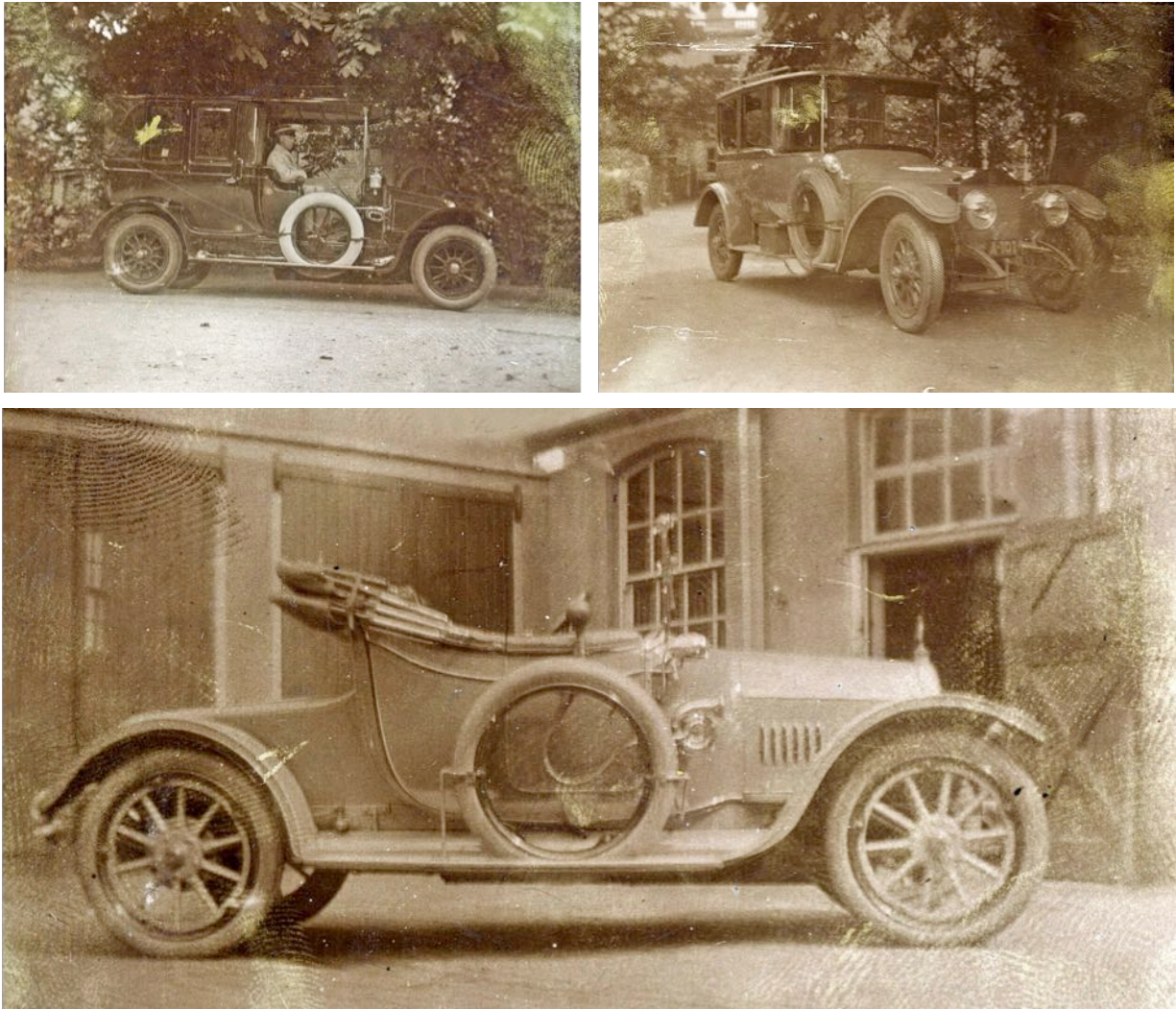


Figure 22 Clockwise from top left: possibly a coach-built Renault; a Rolls-Royce probably 1910-20; a Hillman around 1910.

One photograph, shown in Figure 24, dateable to about 1912 (from the presumed age of George's daughter Dolores Angela on her pony, which we know she was riding from age 4), shows a courtyard in which is parked a fine car.

In her memoir *The Lodge, Effingham: a Time Warp*, Mary Elizabeth (née Procter) Dyer recalled that one of the former stables was 'latterly used for cars', and the accompanying plan (produced by her friend Mary Alfreda (née Bridger) Rice-Oxley) locating where this was, in a stableyard area under a fine glass canopy, fits with this photograph.

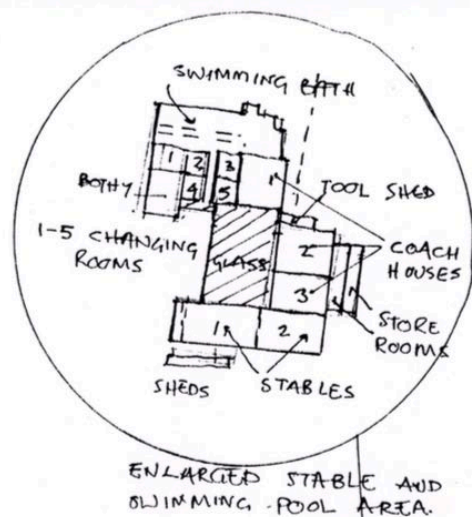


Figure 23 Location of the former stable converted into a garage.

In the same photograph we can glimpse another vehicle parked up within the right hand stall. It is largely obscured in the shadows, but ELHG member Robin Gray suggests that 'it could be a petrol-driven fire wagon which, possibly, served the neighbourhood because it appears to be road registered (registration commenced in 1903). The lamps on it would probably date the wagon to 1890-1910'. This interesting hypothesis is given some support by an entry in the EPC Minutes for 5 April 1920:

'It was proposed by Mr West seconded by Col Thomson, that this Council ask Mrs Pauling if she would kindly give the loan of her Fire Hose, in case of Fire in the Village.'

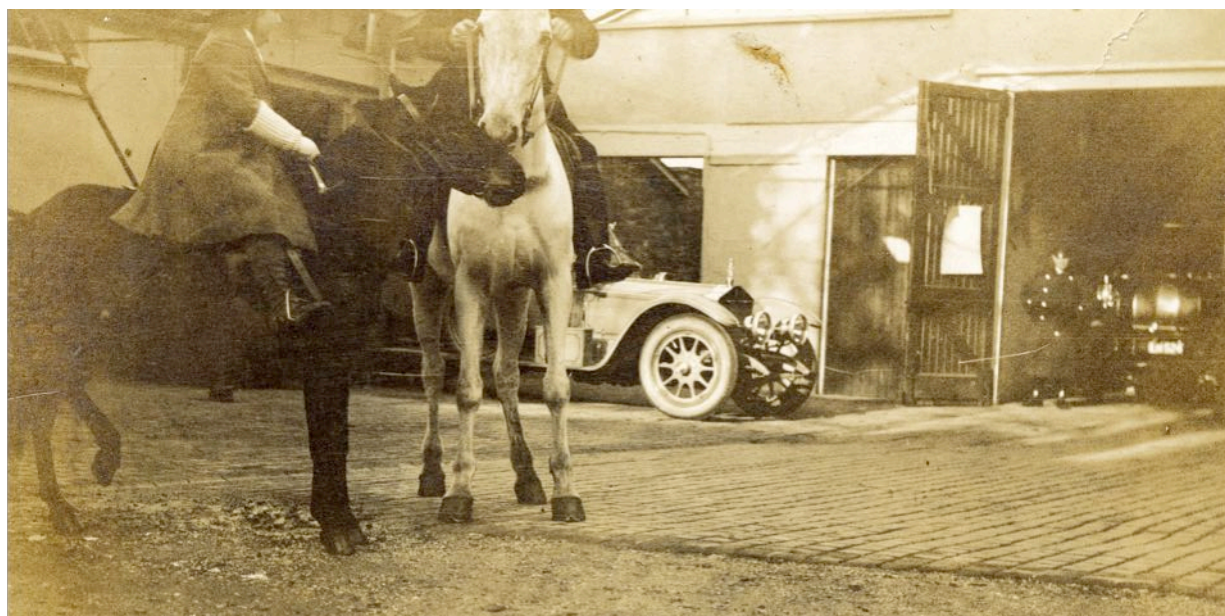


Figure 24 The courtyard outside the garage serving The Lodge; at left is Dolores Angela Pauling on her pony whilst at right is the vehicle that was possibly carrying the Pauling's fire hose.

Further information about providing Effingham with a Fire Service (and street lighting) can be found in the following ELHG articles: *The Bulletin*, No 18, March 2021, p24 and Lockdown Letter No 8, *Studies in the History of Effingham*, Vol 3, 2024.

Also in the Pauling collection there is a photograph of George's wife Mrs Pauling at the wheel of a stationary car parked beside a picnic, seemingly in about 1914-16, but she looks nervous and unfamiliar with it, and judging by accompanying photographs in which another much more relaxed lady is shown at the wheel, it may not have been Mrs Pauling's car – it is certainly very different from all the cars seen in Figures 22 and 24.



Figure 25 Mrs Pauling at the wheel.

Sometimes we can deduce evidence for car-ownership from the presence of chauffeurs. They were often provided with living accommodation above or near what was formerly used by grooms. For instance, in the 1911 Census we find Henry Minty aged 38 (baptised 2 May 1871) with his wife and two daughters listing his occupation as a Chauffeur. In 1908 the Electoral Register first records him as living at 'The Stables' of The Lodge, and he remains located at The Lodge until 1914. He survived WWI, and in the 1939 National Register gave his occupation as a chauffeur (he was by then 68), living at Uckfield in West Sussex. Henry is seen here on the main drive from The Lodge at the point where it opened out onto Lower Road – the building in the background is the small single-storey Little Lodge situated there, where he probably lived.

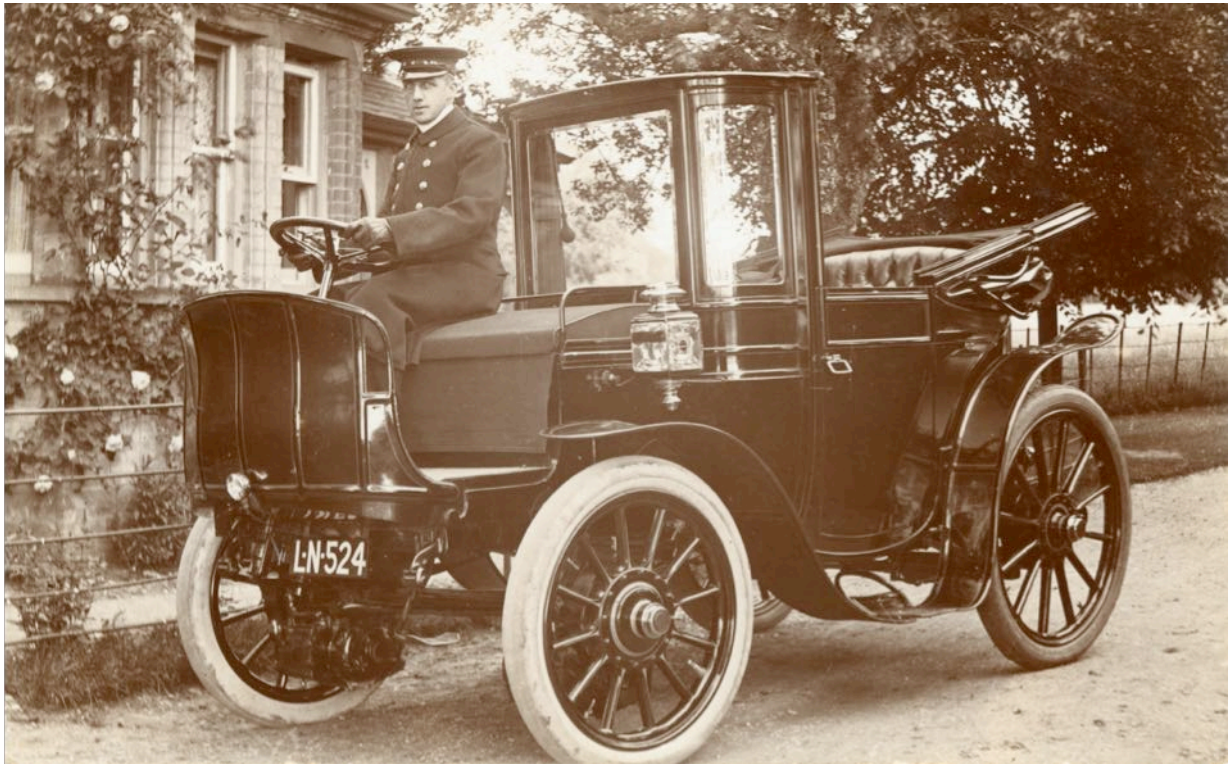


Figure 26 The Paulings' chauffeur Henry Minty in a Krieger Landauet electric car, which were being built 1903-8.

In 1911, a newspaper report about a road accident includes among the witnesses Walter Charles Wigmore, chauffeur to Mrs Lambert [*The Leatherhead Advertiser*, 24 June 1911].

Another source of information about car ownership is property descriptions where mention of garaging is included. In 1912 for instance the following advertisement [*Country Life*, 8 June 1912 appeared, although for the time being the specific location is not clear (Orchard Cottage, Flower Cottage and the newly-built The Willows are among the possibilities):

'Adjoining and overlooking Effingham Common, a gentleman's COTTAGE, nicely built and well fitted with one and a half acres yielding quantities of fruit; five bed, two reception, lounge hall with oak beams, all up to date appliances, stabling and motor garage. Rent £110 per annum.'

A *Country Life* advertisement of 1919 [*Country Life* Supplement, 1 November 1919] announcing that Dunley Hill was up for sale mentioned 'Stabling for eight', but also, 'garage with [inspection] pit'.

Increasing use of motor cars brought additional less enjoyable consequences, for instance accidents and hence the need for improved road safety signage or safe pavements for pedestrians; damage to roads unprepared for the onslaught of car traffic and demands for improved surfacing, or road widening. All of these impacts can be observed in Effingham and are dealt with in the section on Roads, below.

Buses

The first omnibuses were horse-drawn. In *Kelly's Post Office Directory* for 1855 the entry for Effingham includes the note 'Omnibus meets the 9.15 a.m. train at Leatherhead station, returning on arrival of the 5.24 p.m. down train'. On 15 February 1921 EPC Minutes record the Council's support for a 'motor bus

service' passing through the village linking up the wider district, and this began to operate in November that year.

Roads

This sub-section looks firstly at the changes to road surfacing made necessary by greater volumes of motorised traffic, and then at issues of road safety.

Road Surfacing

One of the most far-reaching changes caused by motorised traffic was the conversion of the village's traditional white chalk roads to the grey of tarmac.

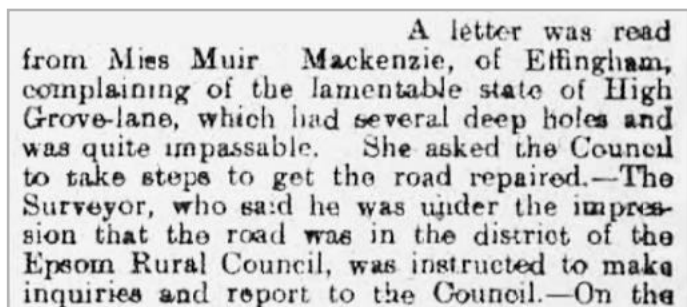
It is a distance of about a mile and half from the centre of the village to Effingham Junction station. When the latter first opened in 1888, intending passengers had to navigate an unmetalled track across the Common. The white chalk-surfaced roads were rapidly churned up by cars. The higher volume of traffic soon began to cause problems, and this led to requests for significantly better road surfacing in the parish. See ELHG's articles *The White Roads of Effingham* by Mark Eller in *The Bulletin*, No 10, March 2017, p1 and *Watering the Streets* in Lockdown Letter No 2, *Studies in the History of Effingham*, Vol 3, 2024.

The process which led to this change began in 1890 with complaints about the width of the track to the station. There was not enough room for two vehicles easily to pass without at least one having to drive off the edge and risk the ditch. It should be remembered that at this time the 'voice' of the village emerged from the Vestry meetings of the Parochial Church Council; civic parish councils did not exist until 1894. The Vestry meeting wrote about this problem to the Dorking Highways Board but did not receive a response, so in May 1891 Rev Ernest Frederic Bayly wrote again pointing out that 'the narrowness of the road was a source of danger to the traffic, as an accident, attended with serious results, had happened in the road' [*The Sussex Express, Surrey Standard, Weald of Kent Mail, Hants and County Advertiser*, 9 May 1891]. On 20 June the Highways Board agreed, noting that it estimated the work of widening the road to cost £290 and would include wire fences. There would be no need to increase the rates if villagers contributed £75. Some had already agreed to do so: Mr Lambert and Mr Muir £20 each, Admiral Maxse and Mr Czarnikow £10 each. 'Mr Grissell thought the parishioners might give a little more. He moved, as an amendment, that provided the inhabitants subscribed a sum of £100, the Board would carry out the work' [*The Sussex Express, Surrey Standard, Weald of Kent Mail, Hants and County Advertiser*, 20 June 1891]. This was carried.

By August there was no progress. The Vestry wrote again saying that while they would try to raise more cash, the work should be started in case the promises of cash made by the gents above were withdrawn. The Board was unmoved and decided to hang on for more money. Matters however did get underway. By November, Lord Lovelace had given permission for chalk for the additional road surface to be taken from his pits, and a carter to move it had been contracted. It was decided to have an iron fence rather than wire. By 12 March the following year 'The District Surveyor reported that the Effingham Common-land had been completed with the exception of fixing the gratings and putting a few flints on the footpath. The fence was completed on the 24th ult. Mr Davis, the waywarden for Effingham, complimented the District Surveyor on the very satisfactory manner in which the work had been carried out, and he reported that he had collected the sum of £101, the promised contribution from the inhabitants of the village' [*The Surrey Mirror and General County Advertiser*, 12 March 1892].

Only a few years later, the issue of the surfacing re-emerged. Chalk was no longer going to be good enough. In June 1897 Capt Charles William Earle of Fairmile, Cobham, died after his bicycle wheel became trapped in a rut on the downhill section of road near the pond and he was thrown, receiving fatal injuries. This was reported nationally. By 1904, Susan Muir Mackenzie was writing to the Dorking Highways Board [*Surrey Advertiser and County Times*, 9 January 1904] to complain about the similar state of (presumably) High Barn Road but – whether by mistake or deliberately, given her non-co-operation over a matter two years previously – the Board mistakenly rendered her address as 'High Grove Lane' and claimed it could not locate this.

Deducing from the inference in a newspaper report of 1913 (see below) it seems that by 1912, Charles Edward's widow Mrs Lambert had paid personally to have part of Beech Avenue tarred. By 1913



A letter was read from Miss Muir Mackenzie, of Effingham, complaining of the lamentable state of High Grove-lane, which had several deep holes and was quite impassable. She asked the Council to take steps to get the road repaired.—The Surveyor, who said he was under the impression that the road was in the district of the Epsom Rural Council, was instructed to make inquiries and report to the Council.—On the

Figure 27 Miss Mackenzie's complaint about the road.

it required doing again, and this time she applied to the Dorking Rural District Council asking them to oblige her. Mr Allen made an offer to join in and contribute to the cost of tarring the road from Dunley Hill to Effingham – perhaps he meant High Barn Road. They were unsuccessful, as explained below:

‘A letter was read from Mrs. Lambert, of the Manor House, Effingham, asking that the portion of the Avenue, Effingham, which was tarred last year, at her expense, should be retarred. Mr. Allen, of Dunley Hill, Effingham, made a similar application in respect of the length of road from Dunley Hill to Effingham, and expressed his willingness to make a contribution towards the cost.’



Figure 28 Postcard showing the road surface of Beech Avenue, c1908-10.

There was then a discussion about costs also relating to other roads, and any precedent being set; that this had not come before the estimates for the year had been set.

‘Mr. Carter said he thought the matter might be considered another year along with a great many more of the bye-roads.

The Surveyor said the tarring of the road at Forest Green would cost about £20. The stretch referred to by Mrs. Lambert and Mr. Allen at Effingham was about two miles long and would cost about £150.

It was decided to leave the questions over until next year.’

[*Dorking & Leatherhead Advertiser*, 12 July 1913]

Effingham Parish Council’s interest in pushing for metalled surfaces seems to have first begun in 1915, when in April it requested Surrey County Council (SCC) ‘to tar Church Street from the school gates to the High St opposite West’s Stores’ [using ‘Church Street’ to mean both Church Street and Crossways]. SCC refused, but EPC did not give up. In 1919 it renewed its request – and SCC refused again.

In 1921 the state of Church Street was yet again discussed at an EPC meeting. The Street seems to have been tarred in 1925. The postcard below showing an AA man at the crossroads during the tarring process can be dated to later than 1922 and is probably after 1925 by association with another postcard in the same series which shows a motorbike first manufactured in 1925.

In 1926, it was the turn of the bad state of West Street (Orestan Lane) to be the subject of a request, and also the road from ‘the lower [northern] end of the village to Effingham Junction Station’

(sometimes this road was called Station Road but, to end confusion, in July 1957 the name was fixed as Effingham Common Road). Some roads were regarded as private and were therefore never 'adopted' by SCC, because this would mean the County Council becoming liable for maintaining the surface, the drainage etc. Today, Effingham still has several private non-adopted roads, the maintenance looked after by the owners of the soil or management companies of occupiers of the dwellings. Chester Road and Calvert Road surfaces are owned and maintained by Guildford Borough Council.



Figure 29 AA man in front of a 'tarring in progress' sign, c1922-25.

In 1924, SCC agreed to provide a pedestrian footway alongside the main road from the crossroads to Bookham; but conversely, in 1928, the pedestrian footway along Effingham Common Road had been taken away (perhaps on the west side only?) to add greater width to the road. In 1938 residents were complaining about the lack of a white line down the centre of Effingham Common Road, the narrowness of which for years had, as we know, been a traffic hazard. This process of realigning roads to widen them and iron out the sharper bends continued well into the 1950s and 1960s, for instance along the Guildford Road and in Orestan Lane.



Figure 30 Postcard dateable to 1916 showing the former curve in the Guildford Road near The Villa (today's Grove House).

Road safety signage

In 1903 the Motor Car Act set the speed limit for motorised vehicles at 20mph and required some signage to be installed for the safety of road users. That same year, EPC Minutes record the first of a literally never-ending-to-this-day series of references to traffic issues: dangers to pedestrians, particularly at the main crossroads of The Street and Guildford Road, near the primary school; and in The Street, speeding, damage to road surfaces, nuisance of motorbikes etc.

The first initiative was to introduce triangle signs to give advance warning of junctions. These can be seen in two postcards.



Figure 31 Triangle sign on Church Street announcing the junction with Lower Road, a postcard sent in 1939.

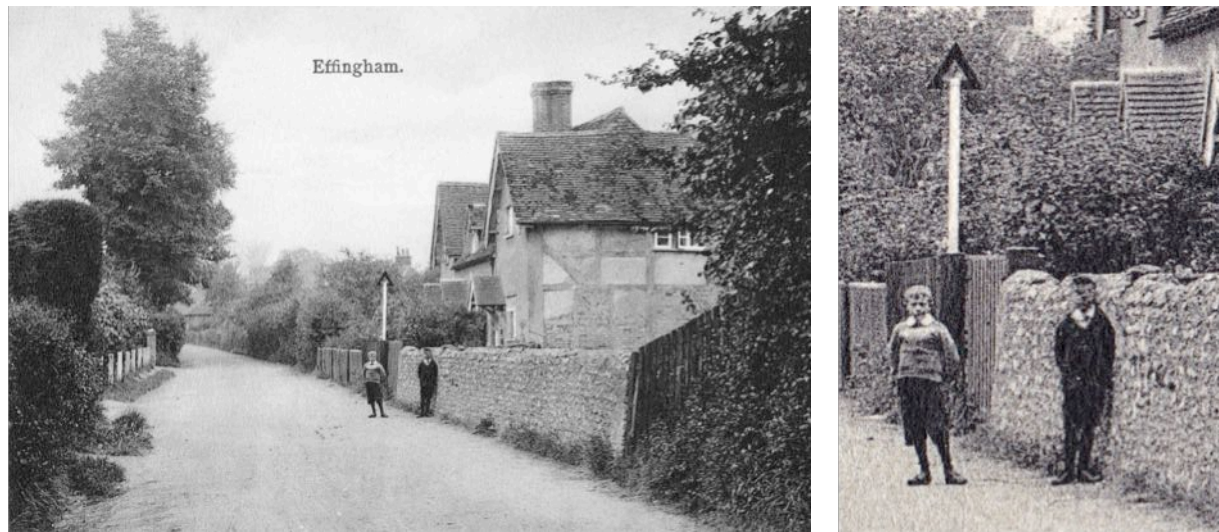


Figure 32 Triangle sign in the Street in front of Middle Farm, announcing the junction with Lower Road (postcard).

On 2 June 1911 there occurred possibly Effingham's first serious road accident, at the main crossroads. Until priority was established, it was simply a blind four-way free-for-all, with the result that a Police Constable had to be stationed there to conduct the traffic. *The Leatherhead Advertiser* reported on 24 June 1911 that a car driven by Walter Allen of Dunley Hill (whom we have previously encountered in this article) nearly collided at that spot with another car being driven by Ernest Mann, a motor engineer from Chiddingfold, whose party was returning from the Epsom Races along the Leatherhead to Guildford Road. Most unfortunately, the constable was hit and dragged by Mr Mann's car, and badly injured. When the case came to court there was discussion about whether the problem had been speeding (20mph!) by either party, unclear signals given by the Police Constable, or a failure to obey the latter's instructions by Mr Mann. There was also a question of whether drink might have been taken. The scene was witnessed by Elsa Adria Lambert and Walter Charles Wigmore, chauffeur to Mrs Lambert, who both happened to be standing nearby at the time:

‘The evidence ... was most contradictory and they [the Magistrates] had decided, under the circumstances, to dismiss the case. They would, however, like to warn motorists that at corners, or at crossroads, as in this case, whether there was a constable on duty or not, they had no business to proceed at a higher speed than five or six miles an hour.’

According to Mary Rice-Oxley, the traffic lights at the crossroads were installed before World War II – the AA man previously on duty there having been withdrawn.

Utilities

This section looks firstly at the arrival of the water mains in Effingham, then at gas and electricity services.

Water

When Vernon Lee stayed at Rose Cottage on The Street, Miss Muir Mackenzie’s household would have relied for water on a well reached by a path into the back garden of the neighbouring dwelling to the north, Vine Cottage. The Cottage to the south had its own well, and so did Owlscot/Percival Cottage. The 1870 25" Ordnance Survey map uses the symbol ‘W’ to mark the wells across the whole parish, and makes clear just how many there needed to be for the residents at that time. The map can be viewed online in the National Library of Scotland’s collection. ‘Boreholes’ which are currently still active, and the depths from which they are extracting water, can be seen on the website of the British Geological Survey. There were two particularly deep wells, one at the north west corner of the junction of The Street with Guildford Road and the other to the west of the house now called Crosslands, formerly a public house. Both wellheads were covered over in pursuit of improving the road surface and realigning the junction.



Figure 33 Section of the 1870 25" OS map showing Rose Cottage's access to a well, the 'W' circled in red.

Some wells were actually inside buildings, for example at Manor Farm and Crosslands, whilst the majority were outside in yards or gardens. Owing to the real or perceived danger of accidents many have now been permanently sealed or filled in. Others remain, but securely fenced off and covered over such as at Home Farm House or Effingham Common.

In terms of danger, however, there was a different question of how safe for human consumption was the water drawn from these facilities. Depending on location, there was the risk of the water being

contaminated by human or animal effluent (hence disease) or the noxious and possibly poisonous products of processes such as butchery, tanning, dyeing, printing etc. It seems unlikely that many of these risks operated in most of the parish of Effingham since wells sunk into the chalk fill with water from aquifers which is filtered as it seeps in at deep levels lower than the risk of contamination. Where wells were sunk into the clay, things were different. These took in a great deal more water from surface run-off.

The Public Health Act of 1872 imposed on local authorities the duty, amongst many other duties, of investigating and improving aspects of water supply. Dorking's Rural Sanitary Authority (DRSA) seems to have been active by January 1873 (for further detail about public health, see ELHG's article *The Old Village Hall*). But clean mains water piped into houses would be both safer and more convenient, and this was on the way. The Leatherhead and District Waterworks Company (which merged with East Surrey Water in 1927) was established in 1883 to provide water to Leatherhead, Ashted, Mickleham, Fetcham, the Bookhams, Stoke D'Abernon and Cobham. As will be seen below, by 1888 it had agreed to extend to (part of) Effingham.

Those Effingham residents left out of its reach continued to struggle. In 1894-5 Dr Edward Jacob, the DRSA's Medical Officer appointed in 1873, was asked to investigate a possible cause of water contamination of the wells supplying cottagers at Effingham Common. Exactly which cottages were involved is not clear, but this area is sited on the clay. After testing he found that the water was 'impure' and recommended that the water supply being provided by the Leatherhead and District Waterworks Company in the village be extended to the residents of the Common. Investigations were made and costed – but at £400 to take the supply as far as 'the pillar box on Effingham Common Road' (notwithstanding the additional costs of connecting from there to their own houses which would doubtless fall on individual householders) 'this was deemed exorbitantly expensive and not pursued'. See Appendix III for a more detailed account of this episode.

Wells were not the only option. Some properties also used underground cisterns or tanks of various sorts. In 1995 an archaeological dig at Effingham churchyard uncovered a presumed 18th century structure which was an underground cistern or tank, of a sort sometimes used to collect rainwater runoff from a building. By its location it would have related to a building belonging to the Vicarage, or to the now-demolished Effingham East Court manor house [ELHG Archives Ref: ELHG/archaeology/document/3]. At Dunley Hill House, an underground tank for storing 30,000 gallons of rainwater was built in the middle of the courtyard containing stables and workshops. The water supply at Dunley Hill was claimed to be 'excellent' [sale by auction notice, *Surrey Advertiser and County Post*, 12 September 1919].

The fact that (some of) the village was brought onto the mains supply seems to have been achieved by the efforts of Mr Julius Caesar Czarnikow, who purchased Effingham Hill House in 1886. The elevated position of Effingham Hill House in the south of the parish, 650 feet above sea level, made it very difficult to get water at sufficient pressure, not only for domestic use but also for the many plants in Czarnikow's beloved greenhouses and gardens. A report on 10 March 1888 in *The West Surrey Times and County Express* suggests that Czarnikow managed to persuade the company to bring the water as far as Effingham, effectively beyond their area. Czarnikow's own future 'very considerable consumption of water' justified the company's outlay. However, he still had further to go to achieve a usable supply at the top of the hill. A pumping station connecting to the company's water mains was built, apparently at Czarnikow's expense 'on land Czarnikow owned' in the village, according to a newspaper report of July 1889 (see ELHG's article *Julius Caesar Czarnikow – Sugar Broker of Effingham Hill*) and from there pipes were laid to take the extracted water up to Effingham Hill House. The apparently intrusive nature and location of the engine house caused a fracas between the occupier of The Hollies and Mr Jeffrey, the man employed to build it. This ended up in a court case reported in the Press, unfortunately without revealing exactly where the pumping house was. In 1916 Effingham Hill House was sold to Robert Reitmeyer Calburn. A letter of 7 January 1974 written by Robert's son, Charles Clement Calburn, to Effingham resident Monica O'Connor explained that:

'Water supply had to be pumped privately *from an engine in the village opposite Rose Cottage* [italics introduced] to a tank in the water tower, and this, as may be seen from the difference in colour of the tiles at the top had to be raised several feet in order to provide the necessary pressure for modern requirements'.

Figure 35 shows the location of The Hollies and Rose Cottage, but which bit of land Czarnikow 'owned' on which to site a pumping engine still remains a mystery. Browns Field was part of the manor of Effingham, not of East Court. Perhaps he leased a piece – or perhaps the whole enterprise was always under the aegis of the water company making an agreement with some other land owner, and the fact that the pumping house would serve Czarnikow was incidental.

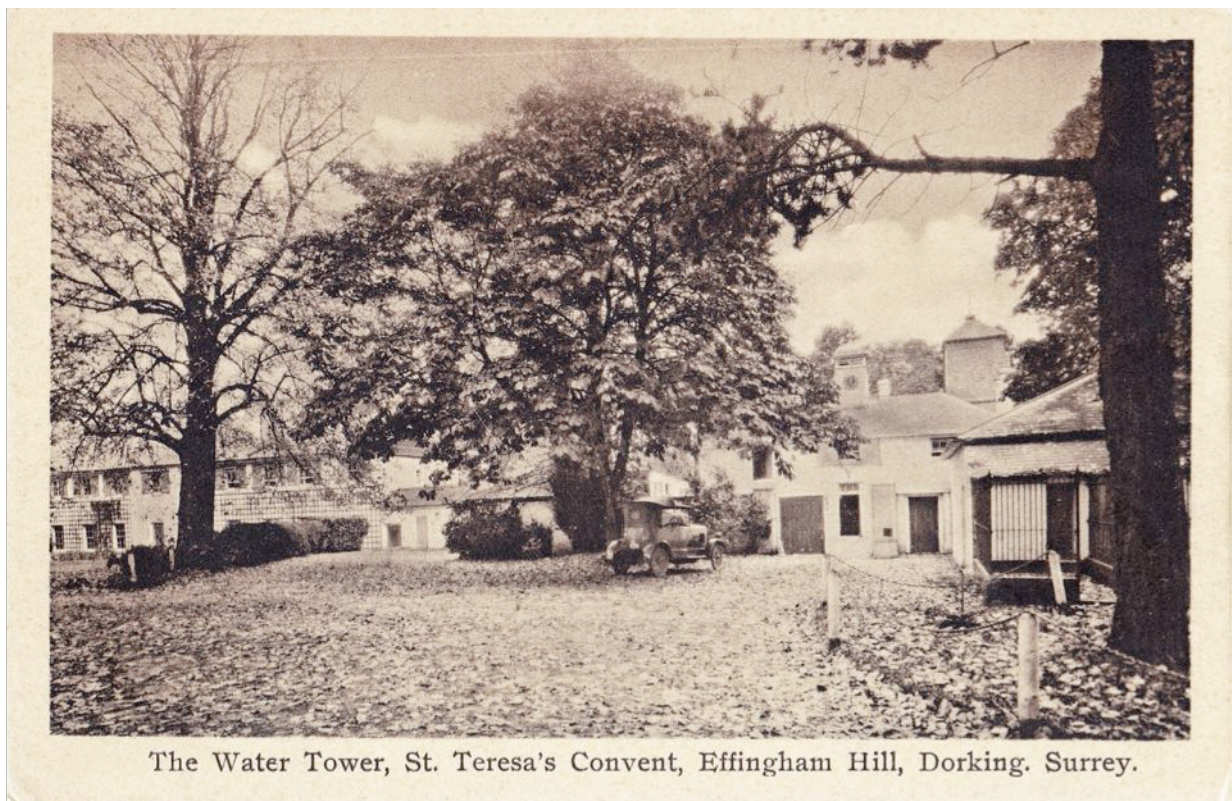


Figure 34 The water tower at Effingham Hill, a postcard from probably the 1930s.



Figure 35 Location of The Hollies ('Old Hollies') and Rose Cottage.

Connection to mains water was a great selling point for a property. In 1912, an advertisement was placed in *Country Life* firstly in June and then again in November for a so far unidentified cottage available for rent. In June, it listed only 'all up to date appliances' (but also 'stabling and motor garage'). In November it was more detailed, specifying 'Company's water laid on'. Mr Robert Reitmeyer Calburn's sale particulars of 1925 (he was selling off building plots along the Effingham Common Road frontage) lists which companies were supplying utilities, and states 'Water mains are laid along the whole of the frontage to the Effingham Village to Effingham Junction Road, and gas and electric light mains are being laid in this road.' Nevertheless, in the 1930s some people at Effingham Common itself were still wanting a connection and then, by the 1960s, a supply with adequate pressure – the demand from the increasing number of houses along Lower Farm Road had reduced the pressure [Letter from householders of 8 properties on Effingham Common to the Chief Engineer, East Surrey Water Company, 25 June 1960]. In Calvert Road by 1937 there were 5 houses, and 25 plots 'most of them rated for beneficial occupation of some kind' paying rates, and the residents were asking EPC for help to get a proper water supply as they had only a shared standpipe and well – the owners of which could withhold use. The southern end of the road nearest Dirtham Lane eventually did get a piped supply, but in 1953 Mrs Bowyer of Chota-Char, Chester Road, wrote to EPC for help because Chester Road was *still* without a water supply. As a private road it was up to the owners to negotiate with the water company and EPC wrote back replying regretfully that it could not help.

In 1964 a further pumping house disguised to look like a private house, with a covered reservoir (an extension to an existing reservoir?), was built in the fork between Beech Avenue and High Barn Road, south of Beech Lodge.



Figure 36 Location of the Beech Avenue pumping station.



Figure 37 The Beech Avenue pumping station.

It should also be noted that the laying of water mains, whenever that happened, was not an unalloyed joy, causing much disruption and damage to the roads which often experienced long delays before repair. In 1928 loud complaints were made about the shocking state of West Street/Orestan Lane after the laying of the water main, and the same message came from the residents of Woodlands Road.

Gas

Kelly's Directory of Surrey for 1911 states that 'The village is supplied with gas by the Leatherhead Gas and Lighting Company from works in Kingston road, Leatherhead'. This company was founded in 1850 as the Leatherhead Gas Company, and the works were set up in 1851. In 1897 it became the Leatherhead Gas and Lighting Company by a merger. Currently it is not known at what date gas was first supplied to Effingham.

Many gas companies provided street-lighting (although The National Grid's website explains that in 1881 'the world's first public *electricity* supply for street lighting goes live in Godalming, Britain, using *hydroelectric* power' – italics added).

As we know from its Minutes, EPC held a meeting on 5 September 1895 specifically 'to consider if advisable to erect lamps at the cross-road and turning in the Village'. This was presumably for safety reasons, but it may also imply that a gas supply was available by then. However, in order to provide street-lighting, the Council would have to adopt the Watching and Lighting Act, to empower it to recoup the cost from the residents who would benefit, and it decided not to do this. The issue was debated several times in subsequent years, as outlined in *Effingham and 'the blackout'*, an item within Lockdown Letter No 8, *Studies in the History of Effingham*, Vol 3, 2024. To this day most of Effingham does not have street-lighting.

On 14 June 1918 via an article in *The Surrey Mirror and County Post*, the Leatherhead Gas and Lighting company notified customers that they must reduce consumption of gas to five-sixths of that of the previous year, under the Lighting, Heating and Power Order 1918.

Depending on the systems that were installed, both gas and electricity could provide light and/or heat for homes. Both had advantages and disadvantages: for gas, the dangers of explosion plus smells and smuts; for electricity, the risk of the power source going down unexpectedly, causing fire, ugly overhead power-lines etc. Thus, in the period up to the end of the 1920s, the local Leatherhead companies supplying each sort of power could and did compete directly for customers.

Electricity

There are various ways to generate electricity: from magnetism, chemicals, steam, hydro and so on. This somewhat complicates the examination of when electricity became available to people in Effingham.

Wealthy individuals could afford to generate electricity for systems in their own private premises using oil-driven generators or chemically powered batteries ('cells') on site (or indeed, hydro-electrically, but not

in Effingham!). We know that several of the big houses had these private arrangements in place by the second decade of the twentieth century, and very likely earlier. In 1917 Effingham House had both a generator and back-up batteries. In 1921 the Trustees of Mr James Aitchison Ross put in a planning application [SHC Ref: 5118/5/2/1/852] for The Hollies which included, next to the garage, a small 'power house' consisting of an engine room and a cell room.

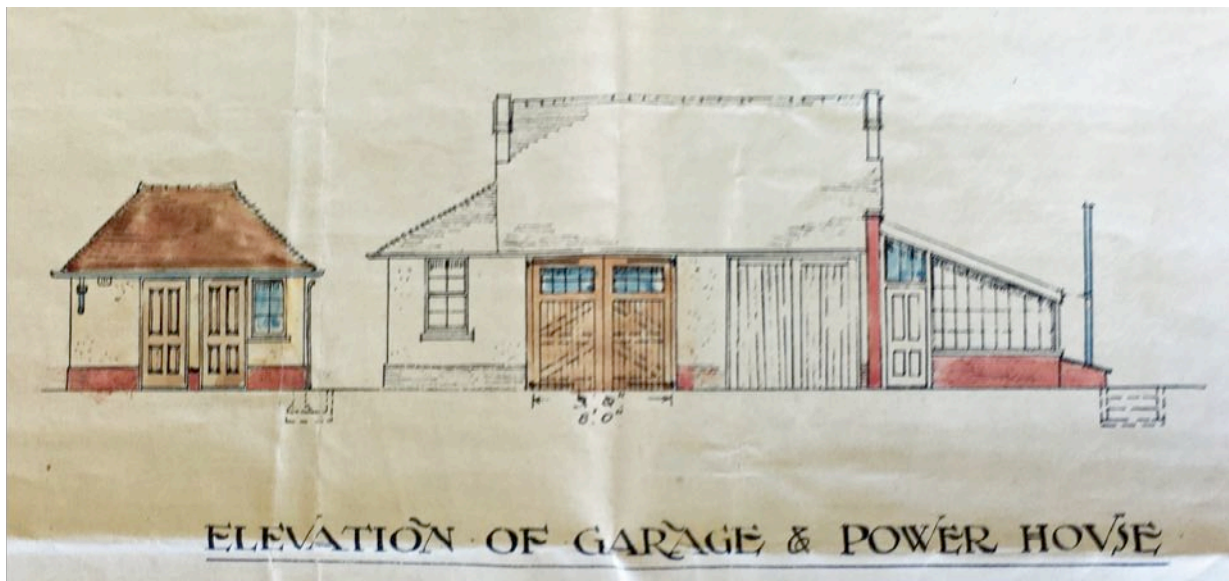


Figure 38 Detail of The Hollies power room, from the 1921 planning application.

The rather obscure and damaged print shown in Figure 39, from the Pauling family photograph collection, shows some sort of engine for domestic use, housed in an outbuilding and tended by an engineer. Various ELHG members who studied it concluded it to be a petrol-driven electricity generator (a dynamo) to provide electricity for The Lodge. There does not seem to be enough pipework for it to be steam-driven.

An alternative use for it would be to pump water for the house, but this is currently excluded on the basis that, again, there doesn't seem to be enough pipework for that.

Lesser mortals needed to await the provision of electricity across their area via, initially, individual commercial companies. Ultimately these were combined within the national grid. Thus in our area, the Leatherhead and

District Electricity Company was formed in 1902, but did not extend its scope to Effingham until 1913. Eventually in 1926 the Central Electricity Board was formed to organise, merge and standardise all the individual local companies into the national transmission grid. This was in place from 1935 and effectively brought the electricity supply within the reach of more modest domestic premises.

At least by 1924 it was seen as the ideal for new-build houses to have both gas and electricity laid on from the start. In a sales brochure produced by Effingham Estates for their high-specification properties on Effingham Common Road and around the Golf Club, the promise was Company's gas, water, electricity and modern drainage' – the electricity being supplied by the Leatherhead Electricity Company's supplies 'at the rate of 1/- per unit for household purposes and 3d. per unit for heating and domestic purposes'.

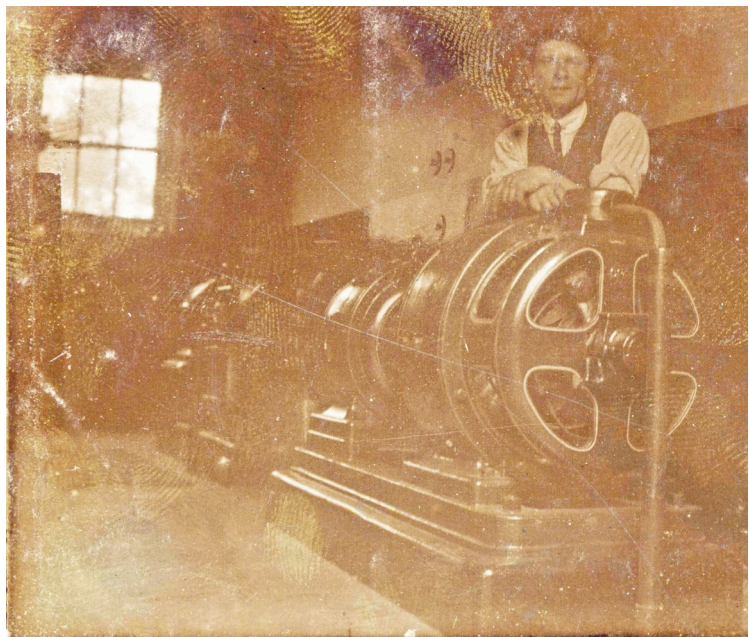


Figure 39 The engine at The Lodge, presumably for generating electricity.

OVERLOOKING GOLF COURSE AT EFFINGHAM, SURREY
NEVER BEFORE IN THE MARKET.
**THREE CHARMING UP-TO-DATE FREEHOLD RESIDENCES IN THE
OLD SURREY FARMHOUSE STYLE.**



£2,350.



£2,700.

Each containing four to five beds, well-fitted bathroom, hall, two or three reception rooms, loggia, labour-saving offices.

Independent hot water.

Company's electric light, gas and water.

Wood-block flooring.

Artistic fittings.



£2,750.

Good garage.

Grounds of about **THREE-QUARTERS OF AN ACRE.**

Near station, with electric train service. Easy reach of motor omnibus routes. In one of the most beautiful spots of Surrey.

Inspected and recommended by **HAMPTON & SONS, 20, St. James' Square, S.W. 1.** (S 31,595A.)

Figure 40 The first new houses ready to occupy on Beech Avenue have water, gas and electricity; *Country Life*, 13 August 1927.

ALFRED SAVILL & SONS
180, HIGH STREET, GUILDFORD. Telephone: Guildford 1857 (2 lines).

BY ORDER OF THE TRUSTEES OF LADY AGNES MURIEL PERRY (Deceased).
"GREAT AUSTINS," EFFINGHAM, SURREY

35 MINUTES WATERLOO

**A WELL-APPOINTED
RESIDENCE**

Modern in design, delightfully situated with pleasant views and due south aspect.

**FIVE BEDROOMS,
TWO BATHROOMS,
THREE RECEPTION ROOMS,
CONVENIENT DOMESTIC OFFICES.
GARAGE.**



**ELECTRIC LIGHT, GAS, AND WATER.
ALL FROM MAIN SUPPLIES.
MODERN DRAINAGE.**

**THE GROUNDS EXTEND TO APPROXIMATELY TWO ACRES
AND INCLUDE AN ELIGIBLE BUILDING
SITE OF ABOUT ONE ACRE**

**TO BE OFFERED FOR SALE BY
AUCTION AT A DATE TO BE
ANNOUNCED (UNLESS SOLD BY
PRIVATE TREATY)**

Full particulars from the Auctioneers, ALFRED SAVILL & SONS, 180, High Street, Guildford. (Telephone: 1857.)

Figure 41 Great Austins (now The Nutcracker House) on Effingham Common Road; this advert mentions 'Electric Light, Gas, and Water all from main supplies. Modern drainage'. *Country Life*, 13 March 1937.

THE WEALTHY HOUSES ADOPT NEW DOMESTIC SERVICES

The information below summarises what is known about the progress of the five wealthiest properties to new services, and how they individually organised these. The information is taken from particulars stated in sales brochures and advertisements of the dates shown.

We had long been aware of the repeated unsuccessful attempts of the Maxse family to sell off Dunley Hill House, which they eventually achieved only at a 'bargain price' in about 1932. Analysis of the facilities now makes clear that the house was becoming steadily ever more outdated, languishing without some services for many years.

Effingham House

1917

The ELECTRIC LIGHT is installed throughout the House and Stables, generated in substantially built Power House, fitted with duplicate plant, with Two Crossley Engines, Battery Room with Fifty-six cells.

The Leatherhead Water Company's WATER laid on, and there is Soft Water from Tanks. TELEPHONE installed, and HEATING.

The Villa

1922

Electric light, Central Heating, Telephone

The Lodge

1922 (withdrawn from sale)

Company's gas, water and electric light. Central heating.

The Hermitage

1922

Company's water, acetylene gas

Dunley Hill

1919

Ample supply of well water to the bedrooms, which have inlet and outlet ventilators for ventilation. These are heated by hot water radiators, 'hot water coils'. But the rest of the house has fireplaces only. Pumping house and machinery. Rainwater tank holding 30,000 gallons. No mention of gas, telephone, electricity

1929

Still using water from the deep rainwater tank and a pump with engine oil. 'A water main is in course of being laid'. There is no mention of electricity or gas. In the kitchen, cooking is on a range and a hotplate.

1930

All as before except the East Surrey Water Company's water main connected up.

1932

'Has Company's Water, Central Heating, and Electric Light from nearly new installation'.

Figure 42 New domestic services adopted by Effingham's wealthy houses.

SERVICES AND UTILITIES AT HORSLEY TOWERS, FROM THE 1919 SALES BROCHURE

Horsley Towers was by far the biggest property in the vicinity, and subject to enhancement by an enthusiastic owner. The two excerpts from the sales particulars below reveal the impressive extent of its modernisation.

A Service Lift to each Floor

Electric Bells throughout and house telephone system, and the premises are
LIGHTED BY ELECTRICITY generated on the premises.

THE WATER SUPPLY is from a deep Well on the property, obtained by means of motor driven pump, and conveyed to cisterns situated in the Clock and Round Towers. A supply from this Well is also conveyed to other Lots (*see Conditions of Sale*).

THE MANSION IS CENTRALLY HEATED throughout by water pipes and radiators, the supply being circulated by means of a Coke Boiler situated in the Basement, and a separate Coke Boiler supplies the hot water to Baths and Lavatory Basins.

THE SANITATION is on modern principles, the drains connecting to a series of cesspools well away from the building.

The flint, brick and stone-built

Engine and Battery House

of two floors, is situated in Enclosure 157a, and contains:—Two 20 h.p. Campbell Oil Engines and shafting, Merryweather's Fire Pump, 2-h.p. motor for driving deep Well Pump, two E.C.C. Dynamos, Switchboard, Accumulators, Accumulator Charger, Two Oil Cisterns, and Cooling Tanks. The lower floors are of Minton tiles and in the passages a Change Valve for alternately pumping water to the Mansion Cisterns and to the Village Cistern, the latter being built in the Tower over.

Figure 43 Services and utilities at Horsley Towers; 1919.

Conclusion

Despite her initial unfortunate impression of Effingham, Vernon Lee liked it enough to stay here again more than once between 1887 and 1892, at Rose Cottage in 1888 for a weekend alone with her paramour, and later at The Hermitage, the new house which Susan Muir Mackenzie built for herself at the top of High Barn.

Of course, not everyone believes changes are necessarily 'progress'. Miss Muir Mackenzie herself was decidedly not in favour of the disappearance of the old ways especially when they changed the village visually, and hence its character. Like her friends Gertrude Jekyll and Edwin Lutyens, she loved the Surrey rural vernacular of the lanes and the fabric of historic buildings, no matter how humble. The following account reveals her reaction to a proposed change made in 1902. This concerned the Lower Road immediately in front of her property, The Red House. The desire was to alleviate an inconvenient pinch point near the junction of Lower Road with Church Street and The Street, and the proposal was to widen the road to 20 feet by taking some of the land of the two properties on the north side of the road. One of these was The Red House. Its front boundary projected in a somewhat odd way into the road. Miss Muir

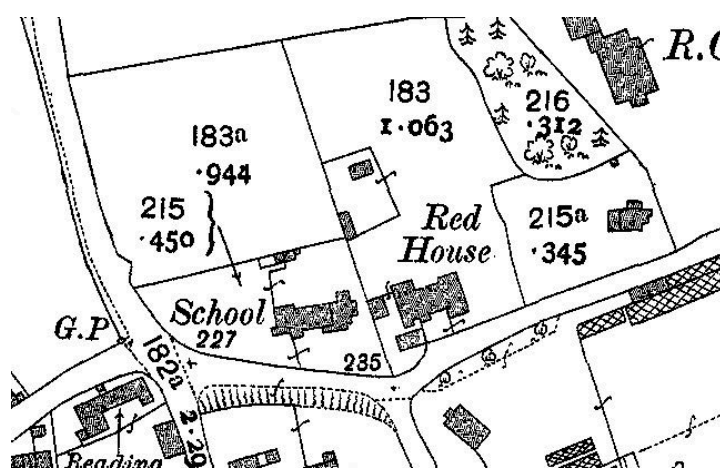


Figure 44 Illustration of the front boundary of Red House; 1914 25" OS map.

was The Red House. Its front boundary projected in a somewhat odd way into the road. Miss Muir

Mackenzie was not herself living in The Red House, she had rented it out to Miss Lightfoot. Still, this would involve her giving up some of the front of her curtilage, and cramping the setting of the house.

The other site affected by the proposal was the school. Rev Ernest Frederic Bayly, as Chairman of the School Governors, objected on behalf of the churchwardens. Rev Bayly's and Miss Mackenzie's views are laid out in a news report [*The Surrey Mirror and County Post*, 20 May 1902] of the meeting of Dorking Rural District Council Highway Authority held in May 1902. Clearly, because of the loss of land, this would never be a welcome proposition to Miss Muir Mackenzie, but her opposition was based on a wider perspective.

'Miss Mackenzie wrote that *she deplored any attempt to change our Surrey lanes into imitations of suburban roads* [italics added]; besides, the addition to the road would spoil the amenities of her property adjoining the current road. Mr. Bayly wrote that the churchwardens were of opinion that however desirable an increase in the width of the road might be, the school ground could on no account be interfered with. The Chairman [of the Highways board] said it was quite impossible to carry out the improvement unless Miss Mackenzie were willing to give the little piece of her garden which projected into the present road at its most important point (hear, hear). It was decided to inform the Epsom Rural District Council who raised the question, that in view of Miss Mackenzie's refusal the Council could take no action in the matter.'

Despite their opposition, in 1903 some widening of the road was actually achieved regardless, but it was done by taking land on the south side as part of the planning conditions for re-locating The Blücher Hotel to The Street following the decision to close the original premises at the crossroads.

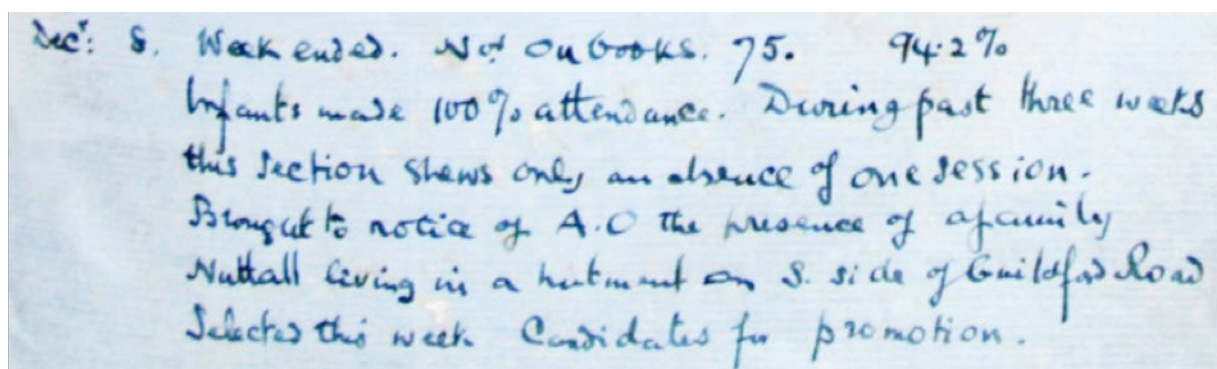
Miss Muir Mackenzie was by no means alone in her perception of the changing look of the village. In his long historical account of Effingham written for the Womens Institute's *Effingham Village Scrap Book* put together in 1949 mentioned earlier, Joseph Stewart Adams wrote 'During that time, great changes occurred, and a rural village and school disappeared as such, and took on an urban look'.

We must also acknowledge that, as has been seen in much of the above, change often came about because pressure applied by the wealthier people acting for their own increased comfort or convenience consequentially brought new amenities and facilities into Effingham, so that others who chose to might then benefit. Furthermore, it is the case that the access to 'progress' was distinctly patchy across the parish – for decades. If one actually had a dwelling in which new services could be installed, that was at least a good starting point. Not everyone had even this. The wealthy, discerned Joseph Stewart Adams, were very opposed to the expansion of working class housing and managed to stall it for many years. In the same account quoted above, he wrote 'The land was owned by three or four people who had no desire to see any building, and so for years there was none'.

Both before and after World War I, a significant number of poorer people in the village had something even less than hovels: only ramshackle, make-do or temporary accommodation. The 1911 Effingham Census recorded 39 persons (21 men and 18 women) living in places other than built homes – a combination of tents, stables, sheds and a van. Only seven of these were specifically classified as 'homeless', meaning that the other 31 were regarded as 'settled' in this sub-standard accommodation. On Wednesday 17 June 1914, Stewart Adams was Foreman of the jury at a Coroner's inquest held at The Blücher Hotel [*The Surrey Advertiser*, 22 June 1914]. 'Arthur Rivers, labourer, aged about fifty ... was found burned to death on Monday night at the Chalk Pit at the Home Farm, where he had been in the habit of sleeping'. Essentially, he had fallen on his cooking fire, possibly as a result of a fit, and had died of the shock of burns to his hip and chest. 'Inspector Tudgay said he had known deceased for just over two years, and had seen him on several occasions sitting by the side of a fire at the spot where he was found. He knew he was in the habit of cooking his meals there, and also sleeping there'.

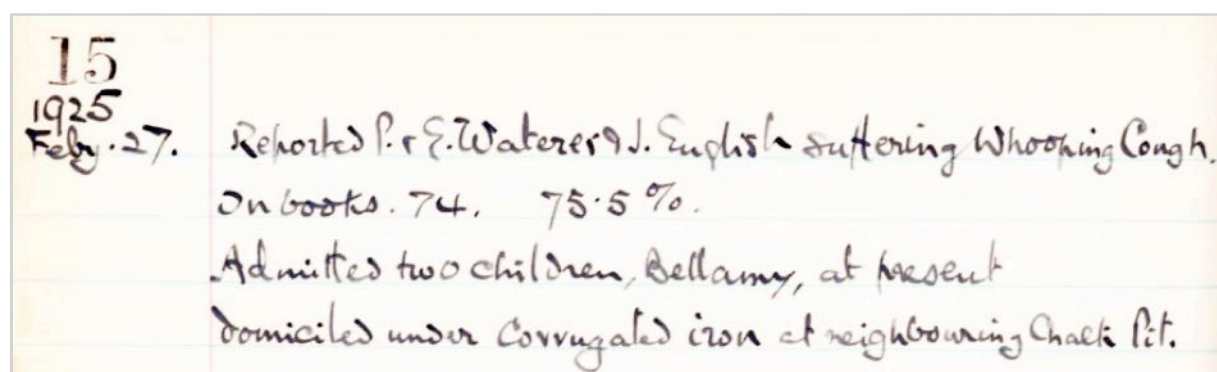
Later on the same day as that inquest, the Rural District Council held an enquiry in Effingham Village Hall about housing, which Stewart Adams also attended. Much stark evidence was presented by him and others about homelessness and poverty. EPC undertook to consider it. However, by the time it met in February 1915, the head of pressure had dissipated: 'It was proposed by Mr Loxley seconded by Mr Dodman, this Council is of opinion, at the present time so many young men have left the Parish to join the Army, that Workmen's cottages are not so urgently needed. Neither do this Council feel justified in sanctioning a special rate to defray the deficiency of the outlay and would like the matter held over till after the War.' This was also the reason given to residents attending the Annual Parish Meeting on 31 March 1915: 'The Chairman gave a brief account of the Meetings of the Parish Council since the last Annual Parish Meeting, he regrets to say, the Workmen's Cottages had to remain in abeyance for the present, on account of the war, and the high price of material.'

On 8 December 1922, Stewart Adams noted in the school logbook that he had drawn the attention of the authorities to the Nuttall family, who were living 'in a hutment on the s. side of Guildford Road'. In 1925, he did the same for a Bellamy family living under corrugated iron in a chalk pit.



Dec: 8. Week ended. Not on books. 75. 94.2%
 Infants made 100% attendance. During past three weeks
 this section shows only an absence of one session.
 Brought to notice of A.O the presence of a family
 Nuttall living in a hutment on S. side of Guildford Road
 Selected this week. Candidates for promotion.

Figure 45a School logbook reference to the Nuttall family; 8 December 1922.



15
 1925
 Feb. 27. Reported P. & E. Waterer & J. English suffering Whooping Cough.
 On books. 74. 75.5%
 Admitted two children, Bellamy, at present
 domiciled under corrugated iron at neighbouring Chalk Pit.

Figure 45b School logbook reference to the Bellamy family; 27 February 1925.

ILLUSTRATIONS

Figures 1, 16, 38: courtesy of Surrey History Centre

Figure 2: from the Royston Havard postcard collection

Figure 3: from the Don Clarke postcard collection

Figures 4, 7, 28-30, 32, 34, 46: from the Mary Alfreda Rice-Oxley postcard collection

Figures 5, 8, 9, 15, 27: by kind permission of Reach plc / *Mirrorpix*

Figures 6, 23, 31: from Mary Alfreda Rice-Oxley

Figure 10: from Christopher John Hogger (found on Facebook)

Figure 11: from World of Rare Books advertisement on Amazon website

Figures 12, 40, 41: British Library Board / © Future Publishing Ltd

Figures 13, 14: courtesy of British Library Board / © Illustrated London News Group

Figure 17: from Effingham Golf Club

Figures 18-21: from Effie Jean Morgan

Figures 22, 24, 25, 39: from George Tabor, grandson of George Craig Saunders Pauling

Figure 26: from Ralph Frank Wallace, grandson of Ralph Edgar Street

Figures 33, 44: from National Library of Scotland online maps

Figures 35, 36: from Guildford Borough Council interactive planning map

Figures 37, 42, 43: from Susan Morris

Figures 45a, b: from St Lawrence School, Effingham

ACKNOWLEDGEMENTS

ELHG members Michael Agius, Mark Chambers, Robin Gray, Chris Hogger, Gerald Otley, Jeremy Palmer, Bryan Sherwood and Martin Smith, are thanked for help identifying electrical equipment, and cars.

APPENDIX I

The battle to retain the gates to the Common

As is explained in the main text, residents around the Common did not want the gates removed. On 11 November 1892 the Clerk reported to the Dorking Highways Board that ‘with reference to the proposal to remove the gates at Effingham Common, that Mr. Scales, the steward of the manor, had informed him that the copyholders objected to the removal, on the ground that the cattle would stray in the lane, and the persons owning them would be liable to penalties in consequence, and, therefore, they must refuse to give their consent’ [*Dorking Advertiser*, 12 November 1892].

They were seemingly overruled and the gates were removed. One of the first matters to come before EPC in 1894 was a request that the gates, and also the lamp, be put back. EPC first came into being on 4 December 1894 when, in accordance with the provisions of the Local Government Act 1894, all electors in the parish convened to nominate and vote in their representatives. Later in this first term the new Chairman – the same Mr Lambert who had lobbied the Highways Board for their removal – presided over the very first Parish Meeting. This was held in the schoolroom on 25 March 1895 and Effingham Common matters, footpaths and water supply, were the main items. Before 1895 was out residents had ‘requisitioned’ a second Parish Meeting, on 23 September. The first (and only) item of business was again – Effingham Common. By then the southern gate had been removed. The Minutes record the petition and the response:

‘We the undersigned Parochial Electors request that you as Chairman of the Parish Council will call a Parish Meeting to enter a Protest against the Common Gates [sic – Gate’s] having been removed –

Signed

Frank Hills [Indian Farm]

Edward Davis [Lower Farm]

Andrew Bonsey [The Willows]

Edward Setchell [Norwood Farm]

John Carpenter [Lee Brook]

George Burton [an Effingham Common cottage]

About 50 Electors present

Mr F Muir in the Chair

Proposed by Mr Edward Davis seconded by Mr Andrew Bonsey that this Meeting approve under safe conditions having a Gate erected in lieu of the one which has recently been removed from the South end of the Common, they venture to ask the Highway Authority and the Lord of the Manor of Effingham East Court to consent to a [gate] being erected, the cost thereof being defrayed by the Copyholders and when erected such gate to always be kept open from 7 in the morning until 10 in the evening, and that an undertaking be given by several of the Copyholders on behalf of the whole that a person shall be employed at their expense to open and close the Gate at the times mentioned, and if requested a light should be placed on such Gate. It was further resolved that in the event of the required permission being granted, the other Authorities should be applied to for similar permission with regard to the Lower Gate.’

It didn’t work.

The southern gate is shown on the 1871 and 1896 Ordnance Survey maps, but not on that of 1914. The White Gate at the north, which seems to have survived for a while longer perhaps because of the proximity of the railway track – is seen, standing open, in the postcard shown in Figure 46.

Dr Charles Thomas Sutton who lived at Winrush on Heathway beside the Common from 1929 documented how the growth in traffic had led to the ending of the grazing animals, which in turn had drastically impacted the natural appearance of the Common:

‘Up to around 1920 the common had long been an expanse of closely cropped grass from the many sheep and geese kept by local residents and by cattle from Lower Farm and Norwood Farm. From 1920 onwards, the advent of motor traffic made it necessary for the livestock to be minded. The common then gradually reverted to rough scrubland.’

[*History of Effingham Cricket Club*, compiled by Dr C T Sutton with help from Messrs George Ranger, Edward Tyrrell and Maurice Waller; believed to date from 1975-77.]

By the 1930s, within his own experience:

‘Up to the time of the War the whole common as I knew it was covered with thick scrub, brambles and bracken, which was very difficult to walk through and could not be looked across.’



Figure 46 The gate at the north end of Effingham Common; not later than August 1906.

APPENDIX II

Women drivers

1925 – Miss Cecil Gradwell of Slaters Oak

Miss Gradwell was at Slaters Oak on Effingham Common Road from 1907 until 1927. She was a very effective and entrepreneurial woman, with a successful career in London running business courses for women before she moved to Effingham. In March 1922 she became Effingham’s Rural District Councillor – the first time a woman had held this post. She is first mentioned in EPC’s Minutes in December 1922 in connection with the route of, and obstruction of, footpaths on Effingham Common. She was invited to fill a vacancy on the Parish Council and was elected to it on 10 May 1923. She had a car by at least 1925, in which she offered to drive others members of the Parish Council to attend an enquiry:

‘Mr Almond Mr Butcher with the Clerk to attend the enquiry and represent the view of the Council. Miss Gradwell kindly offered her Car for the purpose, which was accepted with Thanks.’

1929 – a lady driver required

In August 1929 the owner of Fairhaven on Effingham Common Road advertised for a female ‘Chauffeuse-Gardener’ [*Surrey Mirror and County Post*, 16 August 1929].

APPENDIX III

Investigating the water supply on Effingham Common

Effingham's first ever Annual Parish Meeting took place at 7pm on 25 March 1895 at 'the School Room', with Charles Edward Lambert in the Chair. The Minutes record the first ever topic put before the Council by members of the public, this being the only subject at that meeting:

'Proposed by Mr Edward Davis seconded by Mr Charles Whittington that the Parish Council use its influence to compel the owners of Cottages situated on Effingham Common to provide their Tenants with proper drinking water – and also that the Parish Council do not be at any expense to make a main footpath across the Common.'

This was then reported to the normal Parish Council meeting on 18 April 1895, when

'It was resolved that the Clerk forward a copy of the resolution respecting the water supply to the rural District Council [Dorking] asking them to take such steps as they deem advisable in the matter.'

At EPC's next meeting on 27 May 1895 there was some feedback:

'A Parish Meeting held at the School Room on Monday the 27th day of May at 7 o'clock in the afternoon [sic] to consider the reports from the Rural District received from Mr Rapley [Surveyor] and Doctor Jacobs [sic – Jacob] respecting the water supply on Effingham Common. Mr Rapley was in attendance to give information. ...

The reports received was [sic] fully discussed, apart from the opinion of Doctor Jacobs in his reports to the Rural District Council, this Meeting would like to have Doctor Jacobs opinion of the water from [the] other well on the Common that is supposed to be good water and always yielding a good supply, and would like Doctor Jacobs to state more fully the defects in the water, if any, so as to throw more light on the question.'

At EPC's meeting on 25 November 1895 it was recorded:

'Letter read from the Rural District Council, enclosed estimate from the Leatherhead Water Works Company for laying the water from the Village to the Pillar box Effingham Common viz £400. Decided that no further steps be taken.'

It would be interesting to know what exactly the results of the testing were, but so far this information has not been located. Exactly what was the nature of the 'impurity'? Mud? Human or animal effluent? The issue surfaced again in the *Dorking Advertiser* on 26 March 1896. Here it was reported that Dr Jacob had recently presented his annual report for 1895 to the Dorking Rural Sanitary District. It was a very detailed report across all the parishes of the District covering, for instance, the number of deaths per 1000 in each one and whether the rate had risen or fallen since the previous year; the incidence of notifiable diseases; questions of drainage and housing; steps taken where infectious diseases were discovered, pollution of waterways by sewage, and so on. He then went on to comment on miscellaneous specific issues he had been required to deal with, including the following:

'At Effingham Common. – As some houses on the Common were without a supply of water, and the water in some of the wells there was found, as the results of analyses made by Dr. Rideal, F.I.C., and myself, to be very impure, the District Council enquired of the Leatherhead Water Company, who already supplied parts of the parish, whether they would extend their mains to the houses on the Common, but the Company only consented to do so on terms which the Council considered quite prohibitive.'