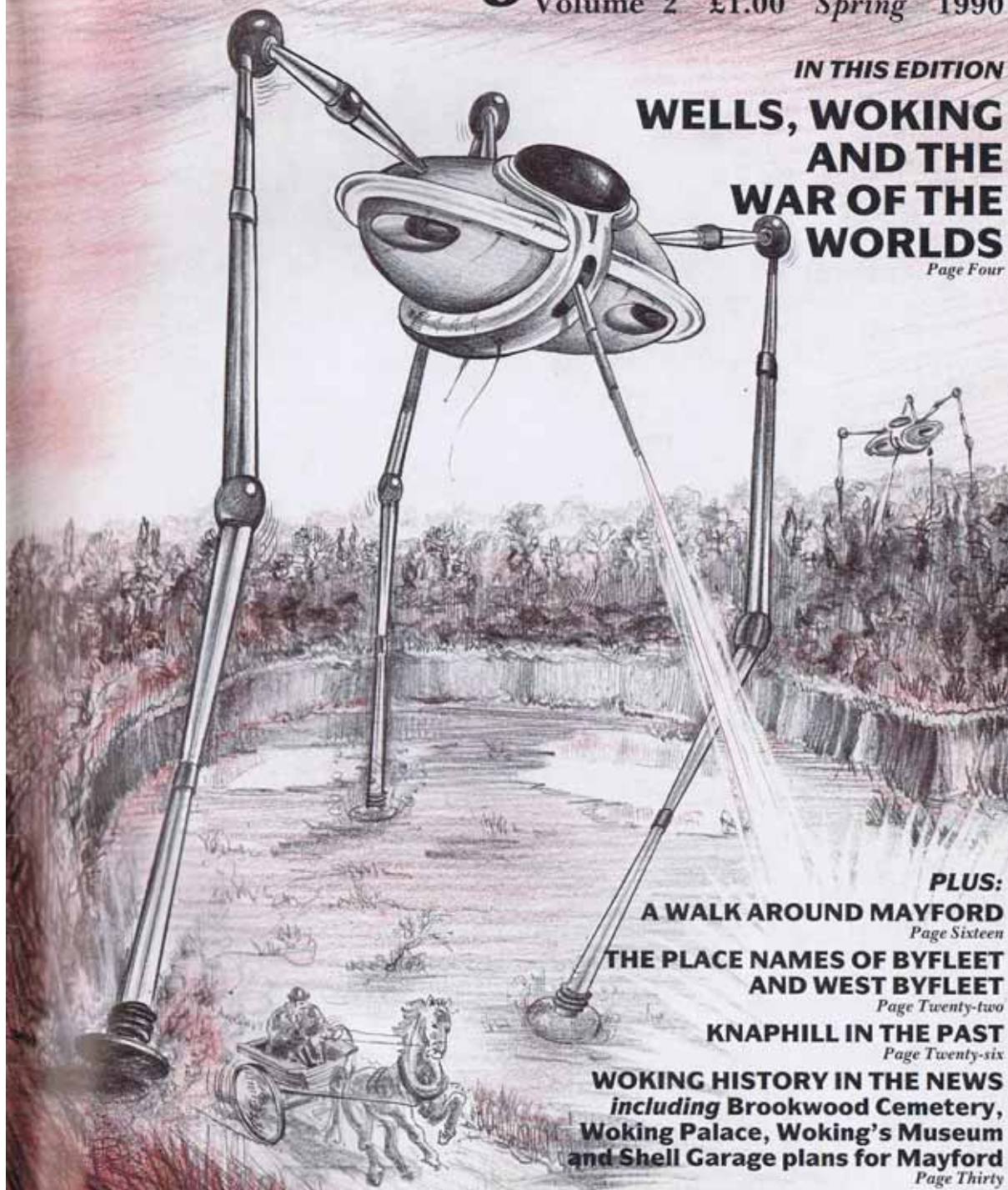


WOKING HISTORY JOURNAL

Volume 2 £1.00 Spring 1990

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Any new venture, whether it be a book, an exhibition or a quarterly journal, is something of a gamble. Will people want to buy it, visit it, or advertise in it?

When the book 'Woking 150' was first suggested there were many who thought that it would not be a success. Fortunately there were others (including the local council, the printers and some members of the local history society) who thought otherwise and were willing to risk their capital on the project. Within a year all were paid back, and now with every copy sold the day is getting closer when the 'profit' from the book can go towards the Woking Museum fund. Our critics were quickly quietened.

When sponsors were sought for the first Woking History Festival there were some local firms and organisations that were unwilling, or unable, to back the scheme. But some did support the idea, and with donations from the visiting public the whole event was well worth the effort. Preparation for the 1990 festival are well underway, and its future seems guaranteed.

When it came to seeking advertisers for the first edition of the Woking History Journal there were many local firms uncertain whether to risk advertising in such a new and adventurous publication. Those that did take the risk, however, have been well rewarded, as the letters of praise received in our office have shown. The Woking History Journal was an immediate success. Five hundred copies were sent out free to local schools, libraries, medical practitioners and businesses. All good bookshops, gift shops and newsagents took stock and now many firms want to take advertisements, having seen in the first Journal the quality of our product.

In this issue there is a major article on H.G. Wells, Woking and the 'War of the Worlds', taking you back in time to the 1890s when Wells wrote the book at his house in Maybury Road.

Continuing our series of place names of the area we look at Byfleet and West Byfleet, whilst for our series of old views we move to 'Knaphill in the past'. A new series of articles taking you on walks around the area concentrates on Mayford and finally, another new feature offers a forum for reader's, queries and researchers questions.

We hope you all enjoy the second Woking History Journal as much as the last, and we look forward to seeing you all at the Woking History Festival at Easter. Remember, the next edition of the Journal will be out in May.

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H. G. Wells made Woking famous in the 1890s by making it the setting for his science-fiction novel, "The War of the Worlds". We take a look at the places he mentions in the book, and reveal what they were like in 1895, to give you the 'true' story of the War of the Worlds..

WELLS, WOKING AND THE 'WAR OF THE WORLDS'

Forget the radio broadcast by Orson Welles in 1938, forget the film (which was based more on Welles than Wells), and take yourself back in time to the Woking of the 1890s. But remember, many of the people and places Wells recorded were given pseudonyms, the public house, 'The Spotted Dog' being perhaps the best known. So what you need is a guide to the places he mentions, and to the war as he would have seen it.



'From the railway-station in the distance came the sound of shunting trains, ringing and rumbling, softened almost into melody by the distance.'

THE EVE OF THE WAR

The Martians have started on their journey to earth. Wells hears the news from Ogilvy, the astronomer from Ottershaw, and goes to his house to look through his telescope. *'Down below in the darkness were Ottershaw and Chertsey, and all their hundreds of people, sleeping in peace.'*

One night, before the Martians landed, Wells went for a walk with his wife. *'From the railway-station in the distance came the sound of shunting trains, ringing and rumbling, softened almost into melody by the distance - It seemed so safe and tranquil.'*

Woking Station at that time was an important railway junction with its own goods yard. The sound of the trains was very familiar to him as his real home was in Maybury Road, opposite the railway. In the book, however, he elevates himself up on Maybury Hill so that he has a clearer view of the action (and a much larger house).

THE FALLING STAR

On the night of the first cylinder landing, he was at home in his study *'and although my French windows face Ottershaw and the blind was up - I saw nothing of it.'*

Many believe that the house Wells modelled his home on was Maybury Knolle, which has a clear view across to Horsell Common and Ottershaw. But that house is believed to have been built by W. F. Unsworth in about 1897-8 - so Wells could not have used it as the model for his book. The fact that Wells' friend, George Bernard Shaw lived at Maybury Knolle a few years later, has helped some people to jump to the wrong conclusion. There are other large Victorian houses on Maybury Hill which were in existence in Wells' time, and one closer to Maybury Hill road would fit better with later descriptions, as we shall see.

Although Wells saw nothing of the falling star, Ogilvy did, and thinking

that a meteorite lay somewhere between Horsell, Ottershaw and Woking, rose early to find it. *'Find it he did, soon after dawn, and not far from the sand-pits.'*

Realising that somebody was inside he tried to help, but the heat forced him back. He decided to run to Woking for help. *'He met a waggoner and tried to make him understand, but the tale he told, and his appearance were so wild, that the man simply drove on. He was equally unsuccessful with the potman who was just unlocking the doors of the public house by Horsell Bridge. The fellow thought he was a lunatic at large, and made an unsuccessful attempt to shut him in to the tap-room. That sobered him a little, and when he saw Henderson, the London journalist, in his garden, he called over the palings and made himself understood.'*

The route Ogilvy took from the sand-pits, must have been across the Common to Chobham Road, where he met the waggoner. Most of the houses off Woodham Road not have been built, it would have been nurseries, farmland and orchards.

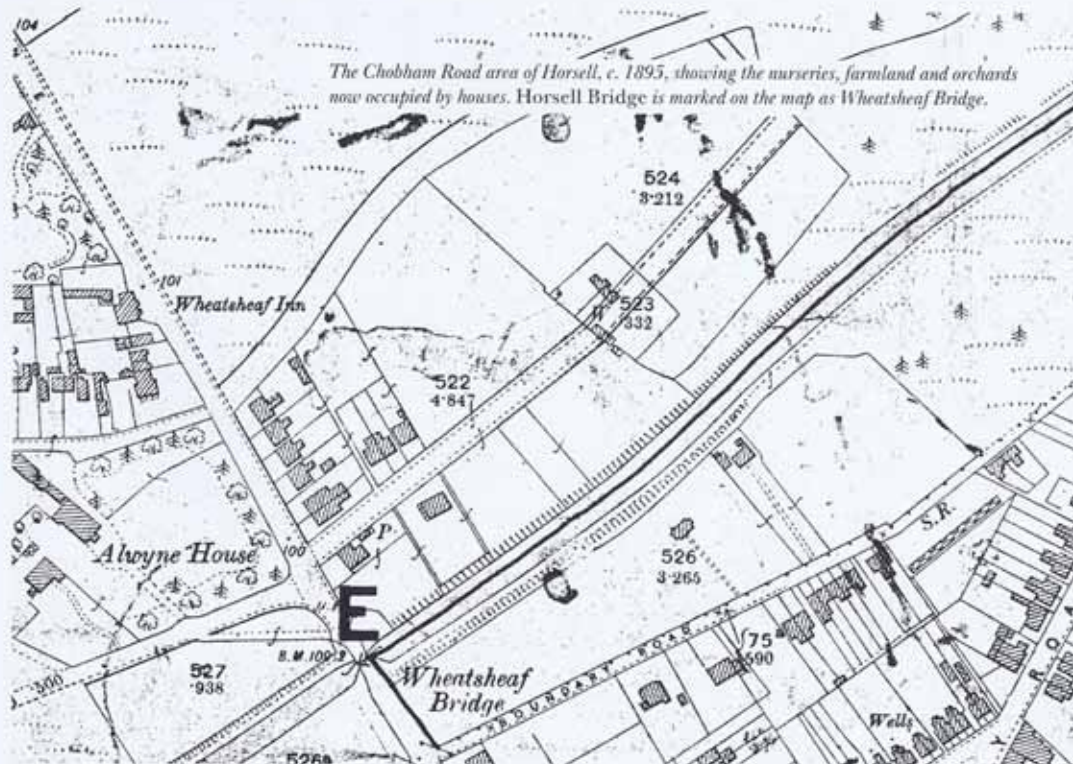


'When he saw Henderson, the London journalist, in his garden, he called over the palings and made himself understood.'

The potman was outside the Wheatsheaf Hotel and Henderson's house (with its wooden palings) was probably just down the road towards Wheatsheaf Bridge. The houses of Ferndale Road, The Grove and Chobham Road, were begun in the mid 1890s when part of Cobbett's

Nursery was sold for development. Wells may have seen the houses being built!

The reference to the lunatic at large is probably based on an incident at Brookwood Hospital, then the Surrey County Pauper Lunatic Asylum.



Ogilvy returned to the sand-pits with Henderson, but still unable to help they decided to go back to Woking to tell of their discovery.

'One can imagine them, covered with sand, excited and disordered, running up the little street in the bright sunlight, just as the shop folks were taking down their shutters and people were opening their bedroom windows. Henderson went to the railway-station at once, in order to telegraph the news to London.' 'I heard of it first from my newspaper boy - and lost no time in going out and across Ottershaw bridge to the sand-pits.'

Whether they came into town over Chobham Road or Chertsey Road Bridge is not stated, but the 'little street' could have been either, as both had shops (adorned with shutters) and houses where the inhabitants could be opening their bedroom windows. The Telegraph Office was just opposite the station, in the Broadway (then called Maybury Road), behind the Post Office (built 1895) which was in Chertsey Road where Robinsons is today. Ottershaw Bridge was Monument Bridge.

ON HORSELL COMMON

At the sand-pits Wells found a crowd of bystanders. There were *'a couple of cyclists, a jobbing gardener I employed some times, a girl carrying a baby, Gregg the butcher and his little boy, and two or three loafers and golf caddies who were accustomed to stand about the railway-station. Most were disappointed at what they found, and even to Wells the cylinder looked 'like a rusty gas-float half buried' in the sand. At eleven, as nothing was happening, he walked home to his house in Maybury.*

The Woking Gas works were not far from his house in Maybury Road. There may even have been a rusty old gas-float on the common which gave Wells the idea for the Martian's machine. Who Gregg the butcher was we do not know, there were many butchers in the town in those days, and the same applies to jobbing gardeners. The chances of Wells employing a gardener in real life is unlikely. His garden was too small, and he probably couldn't afford such a luxury at that time. The 'loafers and caddies' certainly did congregate at



'One can imagine them, covered with sand, running up the little street in the bright sunlight, just as the shop folks were taking down their shutters.'

the station, but there were not as many golf courses in the area as there are today. Woking Golf Club was built in 1893, New Zealand in 1895, but Sheerwater (where Hollies Avenue is now) was not built until 1898, West Byfleet (formerly Bleakdown) in 1906, Worplesdon 1908 and West Hill 1909. So only the first two were known to Wells.

By the afternoon, when news had reached London, *'there were half a dozens flys or more from Woking station standing in the road by the sand-pits, a basket chaise from Chobham, and a rather lordly carriage. Besides that there was quite a heap of bicycles.'* *'An enterprising sweetstuff dealer in the Chobham Road had sent up his son with a barrow-load of green apples and ginger-beer.'*

The 'flys' from Woking Station could have belonged to any number of fly and carriage proprietors in the town, although Edmund James Waters ("broughams, brakes & all kinds of carriage always at hand"), of the London & South Western Railway Stables, seems the most likely supplier.

Wells, himself, had just learnt to ride a bicycle, and used it extensively to ride about the district "marking down suitable places and people for destruction by my Martians." His cycling experiences were also used in his book 'Wheels of Chance'.

The enterprising sweetstuff dealer, could possibly have been Henry Flowerday who ran a confectioners in Chobham Road at that time.

Wells was spotted by Ogilvy, who had returned with several workmen to try to uncover the cylinder. The crowds were becoming a nuisance and Ogilvy asked him to find Lord Hilton, the Lord of the Manor, to get permission to put up light railings to keep the crowds back. *'I failed to find Lord Hilton at his house, but I was told he was expected from London by the six o'clock train from Waterloo.'*

As the owner of Horsell Common at that time, Lord Onslow is obviously Lord Hilton, but as he lived at Clandon (too far for Wells to walk to), Wells moved him closer to town.

THE CYLINDER UNSCREWS

As the sun started to set, Wells returned to the Common to discover that the cylinder was unscrewing. *'I saw a young man, a shop assistant in Woking I believe he was, standing on the cylinder and trying to scramble out of the hole again. The crowd had pushed him in.'* Wells narrowly missed falling in himself, but as he turned to save himself the cylinder finally opened and after a while the Martian emerged *'a big greyish, rounded bulk, the size perhaps of a bear.'*

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THE HEAT RAY

The crowds of spectators had by now split into two distinct groups 'one a little crowd towards Woking, the other a knot of people in the direction of Chobham.'

Wells was obviously nearer to Anthony's, a small squatter settlement on the road to Chertsey.

From the direction of Horsell came a deputation waving a white flag to show the Martians 'that we, too, were intelligent.'

'Suddenly there was a flash of light, and a quantity of luminous greenish smoke came out of the pit'. At the same time a faint hissing sound became audible. 'Slowly a humped shape rose out of the pit, and the ghost of a beam of light seemed to flicker out from it.' This laser-beam (as we would now call it) caught the deputation, 'pinetrees burst into fire, and every dry furze-bush became with one dull thud a mass of flames. And far away towards Knaphill I saw the flashes of trees and hedges and wooden buildings suddenly set alight.'

The heat-ray spared Wells by not going full circle, but the 'roofs of Horsell came out sharp and black against the western afterglow', and the houses towards Woking Station were sending up spires of flame'. In fear he turned and ran across the common towards Maybury.

The houses and hovels of Cheapside in Horsell would have been hit by the flames, and the few villas then being built along Woodham Road must have been the houses 'sending up spires of flames'.

THE HEAT-RAY IN THE CHOBHAM ROAD

'In Woking the shops had closed when the tragedy happened, and a number of people, shop-people and so forth, attracted by the stories they had heard, were walking over Horsell Bridge and along the road between the hedges that run at last upon the common.'

'As yet, of course, few people in Woking even-knew that the cylinder had opened, though poor Henderson had sent a messenger on a bicycle to the post-office with a special wire to an evening paper.'

'Stent and Ogilvy, anticipating some possibilities of a collision, had telegraphed from Horsell to the barracks as soon as the Martians emerged, for the help of a company of soldiers to protect these strange creatures from violence.'

Horsell's Post Office, run by Miss Sarah Spooner (from where Benstead's Garage used to be), did not have a telegraph office at that time – so how they managed to telegraph the Barracks is not known. The nearest telegraph office was at Woking.

The barracks were Inkerman Barracks which were very much 'in the news' in 1895. The former women's prison at Knaphill was being transferred to the War Department from the Home Office and converted into part of the barracks – the Male Invalid Convict Prison having been converted six years earlier.

The crowd in Chobham Road had a narrower escape than Wells. The Heat-ray 'swoung close over their heads lighting the tops of the beech-trees that line the road, and splitting the bricks, smashing the windows, firing the window-frames, and bringing down in crumbling ruin a portion of the gable of the house nearest the corner.'

The crowd turned and ran towards Woking. 'Where the road grows narrow and black between the high banks the crowd jammed and a desperate struggle occurred.' 'Two women and a little boy, were crushed and trampled there and left to die amidst the terror and the darkness.'

This spot must have been on Kettlewell Hill, where the road still narrows and goes between high banks. The house with the gable would have been on the edge of the common – possibly the house now converted into the Nuffield Hospital on the corner of Grange Road.



The above illustration by Rosemary Metz has been designed as a ceramic mural for the new arts complex within the Peacocks Centre. Based on the 'War of the Worlds' it shows many of the places mentioned in this article. H.G. Wells sits in the centre writing the book, whilst around him can be seen features such as the Maybury Arms (far right), the

College Arms to its left, and the Princess of Wales in the distance. On the left of the drawing is the town of Woking, with the station and the old Barclays Bank, whilst to the centre is the Mosque, the Institute and Maybury Arch. Horsell Common and a descending Martian cylinder can be seen in the background.

HOW I REACHED HOME

'I came into the road between the cross-roads and Horsell, and ran along this to the cross-roads.' Exhausted, he could go no further. *'That was near the bridge that crosses the canal by the gasworks. I fell and lay still.'*

The road he ran along was Shores Road, to the Six Crossroads and then along Monument Road to the bridge. Monument Bridge, like all the canal bridges at that time, was the original steep brick arch, built in the 1790s for horse-drawn carriages. The present bridge was built in the late 1930s.

'I rose and walked unsteadily up the steep incline of the bridge.' *'Over the Maybury arch a train, a billowing tumult of white, firelit smoke, and a long caterpillar of lighted windows, went flying south.'* *'A dim group of people talked in the gate of one of the houses in the pretty little row of gables that was called Oriental Terrace.'* *'There was a noise of business from the gasworks, and the electric lamps were all alight.'* He stopped at the group of people and tried to make them realise what had happened on the common, but they just laughed.

You can easily imagine the steam train crossing the old Maybury Arch, which would have looked similar to Long Arch at St Johns, or Camphill Road arch at West Byfleet.



'A dim group of people talked in the gate of one of the houses in the pretty little row of gables that was called Oriental Terrace.'



'I rose and walked unsteadily up the steep incline of the bridge.'

The 'pretty little row of gables' of Oriental Terrace must have been Oriental Place, the row of houses opposite the end of Maybury Road, next to the arch. The other row of gabled houses in Monument Road, Guildford Terrace, was not built until 1902.

Both the gas works and the electric works were in Maybury, not far from Wells' home. Both Companies had competed for the contract to light Woking's streets, but it was the Electric Company that won. The first electric street light in Woking was alight on the 28th January 1895 – just as Wells was writing the book, although from contemporary reports it seems unlikely that they were 'all alight'. The service apparently was not very good and kept failing!

FRIDAY NIGHT

'In Woking Junction, until a late hour, trains were stopping and going on, others were shunting in the sidings, passengers were alighting and waiting, and everything was proceeding in the most ordinary way. A boy from town, trenching on Smith's monopoly, was selling papers with the afternoon's news. The ringing impact of trucks, the sharp whistle of the engines from the junction, mingled with his shouts of "Men from Mars!"'

The Manager at W. H. Smith's on Woking Station, William Sherlock, would not have been pleased.

'A few seconds after midnight the crowd in the Chertsey road, Woking, saw a star fall from heaven into the pine-woods to the north west. This was the second cylinder.'

It had landed in the trees near the New Zealand Golf Course.

THE FIGHTING BEGINS.

'The milkman came as usual. I heard the rattle of his chariot, and I went round to the side gate to ask the latest news. He told me that during the night the Martians had been surrounded by troops, and that guns were expected.'

There were over half a dozen 'dairymen' listed in Woking at that time, with a good many local farmers also supplying milk, so which milkman Wells was thinking of at the time of writing the book is uncertain. The one closest to where he lived was Henry Parks of Walton Road.

'I saw my neighbour gardening, chatted with him for time, and then strolled in to breakfast.'

'He told me of the burning of the pine-woods about Byfleet (New Zealand) Golf Links.'

'After breakfast, instead of working, I decided to walk down towards the common. Under the railway-bridge I found a group of soldiers – sappers, I think'. 'They told me no one was allowed over the canal.'

'I did not succeed in getting a glimpse of the common, for even Horsell and Chobham church towers were in the hands of the military authorities.'

Having found his way blocked to the common, he went into town.

'I found people in the town quite secure again in the presence of the military, and I heard for the first time from Marshall, the tobacconist, that his son was among the dead on the common. The soldiers had made the people on the outskirts of Horsell lock-up and leave their houses.'

Again, there were a number of tobacconists in the area at that time, but only three in the town itself. Herbert Boswell in Church Street, George Chandler and Albert Pocock in Chertsey Road. 'Marshall' must have been one of those three.

'About six in the evening, as I sat at tea with my wife in the summer-house talking vigorously about the battle that was lowering upon us, I heard a muffled detonation from the common, and immediately after a gust of firing. Close on the heels of that came a violent, rattling crash, quite close to us, that shook the ground; and, starting out upon the lawn, I saw the tops of the trees about the Oriental College burst into smoky red flame, and the tower of the little church beside it slide down into ruin. The pinnacle of the mosque had vanished, and the roof-line of the

college itself looked as if a hundred-ton gun had been at work upon it.'

'I and my wife stood amazed, then I realized that the crest of Maybury Hill must be within range of the Martians' Heat-Ray now that the college was cleared out of the way.'

The Oriental College (or Institute) was on the site of James Walker's factory, and its buildings can still be seen from No. 1 Gate. The Mosque was built in 1889 to accompany the Institute (see the first edition of this Journal).

The 'little church' with its 'tower', is St. Paul's church, built in 1895 – with a spire not a tower.

Having realised that their home was no longer safe from attack, they decide to leave for Leatherhead, where his cousin lives. He goes off to get transport.

'The Oriental College burst into smoky red flames, and the tower of the little church beside it fell down in ruin.'



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'Down the hill I saw a bevy of hussars ride under the railway bridge; three galloped through the open gates of the Oriental College; two others dismounted, and began running from house to house.'

'I started off at once for the Spotted Dog, for I knew the landlord had a horse and dogcart. I ran, for I perceived that in a moment everyone upon this side of the hill would be moving. I found him in his bar, quite unaware of what was going on behind his house.'

There are three public houses in the Maybury Area. The Maybury Arms, the College Arms, and the Princess of Wales. In view of the gruesome way the landlord is murdered (as you will see later), it is not surprising that Wells had to change the name to avoid making it obvious which landlord he wished to 'kill'. However, he did not make it impossible to find out as he later mentions both the Maybury and the College Arms public houses. So the Spotted Dog must be the Princess of Wales, and the unlucky landlord (who presumably must have upset Wells on some occasion) was William



Brown. But why the 'Spotted Dog'? One theory is that William Brown had a Dalmatian dog - hence the connection - although this has yet to be proved.

'I started off at once for the Spotted Dog, for I knew the landlord had a horse and dogcart.'

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Having secured the dog-cart on the promise that he would return it as soon as possible, he rushed home. As he loaded the cart a soldier came running up the hill knocking on everyone's doors.

*'I shouted after him:
"What news?"*

He turned, stared, bawled something about "crawling out of the thing like a dish cover", and ran on to the gate of the house on the crest.'

This clearly places Wells' house on the slope of Maybury Hill Road, below Maybury Rough which is the house on the crest. Pookes Hill, now divided into flats, would seem to fit the bill!

'In another moment we were clear of the smoke and noise, and spanking down the opposite slope of Maybury Hill towards Old Woking.'

In front was a quiet sunny landscape, a wheatfield ahead on either side of the road, and the Maybury Inn with its swinging sign. I saw the doctor's cart ahead of me. At the bottom of the hill I turned my head to look at the hillside I was leaving.' The smoke already extended far away to the east and west - to Byfleet pinewoods in eastward, and Woking on the west.'

The wheatfields would occupy the land about Sandy Lane, Park Road and the Hockering Estate. The Maybury Inn is obviously the Maybury Arms.

'When I looked back again the second hill had hidden the black smoke. I slashed the horse with the whip, and gave him a loose rein until Woking and Send lay between us and that quivering tumult. I overtook and passed the doctor between Woking and Send.'

The second hill was Monument Hill, where the Hoe Bridge Golf Course is now, and the doctor was overtaken on Broadmead Road.

IN THE STORM

'Leatherhead is about twelve miles from Maybury Hill. The scent of hay was in the air through the lush meadows beyond Pyrford, and the hedges on either side were sweet and gay with multitudes of dog roses.' 'We got to Leatherhead without misadventure above nine o'clock'. 'It was nearly eleven when I started to return.

'As I came through Ockham (for that was the way I returned, and not through Send and Old Woking) I saw along the western



Maybury Hill, c. 1895, showing Pookes Hill at the corner of Pembroke Road, and Maybury Rough on the crest by The Ridge.



horizon a blood-red glow, which, as I drew nearer, crept slowly up the sky. The driving clouds of the gathering thunderstorm mingled there with masses of black and red smoke.

'In a moment we were clear of the smoke and noise, and spanking down the opposite slope of Maybury Hill.'



'From Ripley until I came through Pyrford I was in the valley of the Wey, and the red glare was hidden from me. As I ascended the little hill beyond Pyrford Church the glare came into view again ...'

'Ripley Street was deserted, and except for a lighted window or so the village showed no sign of life; but I narrowly escaped an accident at the corner of the road to Pyrford, where a knot of people stood with their backs to me.'

From the above description it seems probable that his outward journey was through Send and West Clandon to the main Guildford – Leatherhead Road, and that on his return he either went north to Cobham and then down through Ockham or south through Bookham and Effingham to Ockham and Ripley.

'From Ripley until I came through Pyrford I was in the valley of the Wey, and the red glare was hidden from me. As I ascended the little hill beyond Pyrford Church the glare came into view again, and the trees about me shivered with the first intimation of the storm that was upon me. Then I heard midnight pealing out from Pyrford Church behind me, and then came the silhouette of Maybury Hill, with its tree-tops and roofs black and sharp against the red.' 'A lurid green glare lit the road about me, and showed the distant woods towards Addlestone.'

From Ripley he took the road over the River Wey and passed Newark Mill and Priory to Pyrford Church. His

reference to the church pealing twelve echoes the local legend of the Pyrford Stone. The legend records that when the church clock strikes twelve the stone turns. The only problem being that Pyrford Church has never had a clock! The pine trees towards Addlestone would have been the Blackdown woods, whilst those towards Maybury would have been where East Hill and the Maybury Estate are today.

'A moderate incline runs down towards the foot of Maybury Hill, and down this we clattered.' 'At first I regarded little but the road before me' – 'and then, in a flash like daylight, the red masses of the Orphanage near the crest of the hill, the green tops of the pine-trees, and this problematical object came out clear and sharp and bright.

'And this thing I saw! How can I describe it? A monstrous tripod, higher than many houses, striding over the young pine-trees, and smashing them aside in its career'.

This short paragraph has fooled many. The Orphanage that used to be in Oriental Road is nowhere near the crest of Maybury Hill and was not visible from the Old Woking Road where Wells was obviously travelling. In fact it was not visible to Wells at all, as it was not built until 1909! The building Wells described was not an Orphanage, but was the old St. Peter's Memorial Home. Wells was again playing safe, probably hiding it's identity, so that the nuns who ran it would not be upset.



St. Peter's Memorial Home, Woking

St Peter's Convent, recorded by Wells as the Orphanage.

Through the trees a second tripod came towards him. He pulled on the reins and the dog-cart keeled over. Wells fell into a puddle and lay motionless for a few moments.

'Not far from me was a little one-roomed squatter's hut of wood, surrounded by a patch of potato-garden. I struggled to my feet at last, and, crouching and making use of every chance of cover, I made a run for this. I hammered at the door, but I could not make the people hear (if there were any people inside), and after a time I desisted, and availing myself of a ditch for the greater part of the way, succeeded in crawling, unobserved by these monstrous machines, into the pine-wood towards Maybury.'

The squatter hut, typical of its type, must have been beside the Old Woking Road.

'I staggered through the trees, fell into a ditch and bruised my knees against a plank, and finally splashed out into the lane that ran down from the College Arms. I say splashed, for the storm water was sweeping the sand down the hill in a muddy torrent. There in the darkness a man blundered into me and sent me reeling back.'

East Hill, at the turn of the century, was a narrow sandy lane that often turned to mud when the rains came. There is no doubt that this was the lane Wells splashed into.

'Near the top I stumbled upon something soft, and, by a flash of lightning, saw between my feet a heap of black broadcloth and a pair of boots.' 'I stood over him waiting for the next flash. When it came, I saw that he was a sturdy man, cheaply but not shabbily dressed; his head was bent under his body, and he lay crumpled up close to the fence, as though he had been flung violently against it.' 'I stopped and turned him over to feel for his heart. He was quite dead.' 'The lightning flashed for a third time, and his face leapt upon me. I sprang to my feet. It was the landlord of the Spotted Dog, whose conveyance I had taken.'

'I stepped over him gingerly and pushed on up the hill. I made my way by the police-station and the College Arms towards my own house.'

Now you can see why he changed the name of the Princess of Wales public house! William Brown would not have been pleased.

The Police Station was actually in Woking, where it is today (September 1989, not in the former Boys Grammar School as it will be shortly), but at least one constable was stationed in Maybury and presumably Wells was referring to his house in College Road.

'So far as I could see by the flashes, the houses about me were mostly uninjured. By the College Arms a dark heap lay in the road.'

Down the road towards Maybury Bridge there were voices and the sound of feet, but I had not the courage to shout or go to them. I let myself in with my latch-key.'

AT THE WINDOW.

'The towers of the Oriental College and the pine trees about it had gone.' 'There was a light down below the hill, on the railway, near the arch, and several of the houses along Maybury Road and the streets near the station were glowing ruins.'

His real house along Maybury Road, and those of his neighbours, may well have been the glowing ruins.

A while later he heard a noise down below in his garden. It was an artilleryman who had escaped the destruction. Wells let him in, gave him food and drink, and listened to his story. He told of how *'the giant saved Woking Station and its cluster of houses until last; then in a moment the Heat-Ray was brought to bear, and the town became a heap of fiery ruins.'* He had been consumed with thirst until he found one of the water

mains near the railway arch smashed, and the water bubbling out like a spring upon the road.'

Woking's water was supplied by the Woking Gas & Water Company from their works at Clendon Cross-roads (below Newlands Corner) and reached the town in 1883.

WHAT I SAW OF THE DESTRUCTION OF WEYBRIDGE AND SHEPPERTON.

At dawn, Wells and the artilleryman decided to leave the house, Wells to go to Leatherhead, the artilleryman towards London.

'We crept out of the house and ran as quickly as we could down the ill-made road by which I had come overnight. The houses seemed deserted.' 'At the corner turning up towards the post-office a little cart, filled with boxes and furniture, and horseless, heeled over on a broken wheel.' 'Except the lodge of the Orphanage, which was still on fire, none of the houses had suffered very greatly here.'

The Orphanage Lodge would be the lodge to the Home, whilst the Post-Office was on the corner with Lavender Road and Sandy Lane. It was run by Harry Mitchell in Wells' time.

They went through the woods by the railway line. In one place the woodman had been at work on Saturday; trees, felled and freshly trimmed, lay in a clearing, with heaps of sawdust, by the sawing machine and its engine. Hard by was a temporary hut, deserted.'

These woods, where the West Byfleet Golf Club is now, would have been mature pine-woods even in the 1890s. The trees of Sheerwater (across the railway) had been planted in the early 1800s to help drain the Sheerwater Lake (where the L.C.C. Estate is), and photographs of Blackdown, Pyrford, show tall pine trees in the early part of this century.

'After a time we drew near the road, and as we did so we heard the clatter of hooves, and saw through the tree-stems three cavalry soldiers riding slowly towards Woking.' 'The artilleryman jumped down the bank into the road and saluted.'

They exchanged information and then parted, the artilleryman being told to report to Weybridge. Wells knew the way so decided to accompany him there.

'By Byfleet Station we emerged from the pine-trees, and found the country calm and peaceful.' 'Several farm waggons and carts were moving creakily along the road to Addlestone.'



'At the corner turning up towards the post-office a little cart, filled with boxes and furniture, and horseless, heeled over on a broken wheel.' 'Except the lodge of the Orphanage, which was still on fire, none of the houses had suffered very greatly here.'



BLACKDOWN WOOD

After a time we drew near the road, and as we did so we heard the clatter of hooves, and saw through the tree-stems three cavalry soldiers slowly riding towards Woking.'



'By Byfleet station we emerged from the pine-trees, and found the country calm and peaceful.'



High Road, Byfleet.

'Byfleet was in tumult.' Three or four black Governments waggons, with crosses in white circles, and an old omnibus among other vehicles, were being loaded in the village street.'

The road must have been Camphill Road going out towards New Haw, as 'Byfleet Station' was in fact West Byfleet Station (opened as Byfleet & Woodham in 1887). Byfleet & New Haw station was not built until 1927.

'Byfleet was in tumult.' Three or four black Government waggons, with crosses in white circles, and an old omnibus among other vehicles, were being loaded in the village street.' 'We saw one shrivelled old fellow with a huge box and a score or more of flowerpots containing orchids, angrily expostulating with the corporal who would leave them behind. I stopped and gripped his arm.

'Do you know what's over there?' I said, pointing at the pine-tops that hid the Martians.

'Eh?' said he, turning. 'I was explaining' these is vallyble.'

'Death!' I shouted. 'Death is coming! Death!' and, leaving him to digest that if he could, I hurried on after the artilleryman.'

With that he leaves the Woking area and moves on to Weybridge and Shepperton. Woking is mentioned only a few times after that, until the end when he returns to find his wife at Maybury.

The Martians were destroyed and everything returned to normal. Woking was presumably rebuilt but not, I suspect, in quite the same way as it was really rebuilt during the 1960s, 70s and 80s.

The genius of Wells is shown in his prediction of chemical warfare and laser beams long before they happened. But he also predicted the total destruction of Woking, for the Woking he knew has been destroyed, not by Martians, but by the town planners.

One can not help wondering what he would have made of the town of the 1990s, and what, or who, he would have had the Martians destroy now, if they were to return for the War of the Worlds II.

'War of the Worlds' was first published in 1898 by William Heinemann Ltd and is now available in paperback from Pan Books Ltd.

Copies can be obtained from all good local bookshops price £2.99.

A WALK AROUND MAYFORD

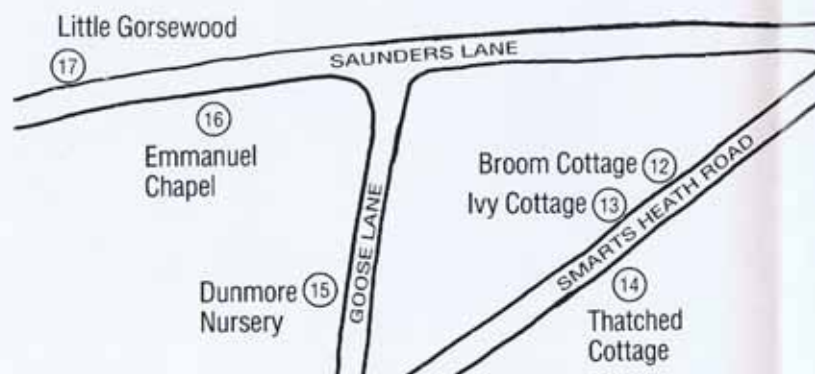
There is more to local history than researching in Record Offices or reading books. A lot can be learnt from just walking an area. This is the first of a new series of articles taking you on walks round the district.

Mayford owes its existence (as well as part of its name) to the fordable crossing of the Bourne. The first record of the name Mayford dates from 1210-1212, but its situation, its name, and the fact that a Romano-British occupation site were found nearby, suggests that the area's origin goes back much further. As the crossing point of roads from Chertsey (first recorded in 675 A.D.), and Guildford (recorded in 880 A.D.), and Farnham (dating from 688 A.D.) to Woking (mentioned in 708-715 A.D.) the ford must have been in use in Anglo-Saxon times. As the entrance to the Royal Forest of Windsor it is often claimed that the Woking forester recorded in the Domesday Survey of 1086 must have been stationed at Mayford, and so an Anglo-Saxon origin for the village is further strengthened.

Being in the Royal forest restricted the areas growth, limiting Mayford to hamlet size well into the 17th century. Even into the 19th century the medieval form of the village could be traced, with its triangular green edged with half-a-dozen farmhouses, a blacksmiths, and a village inn.

An idea of the old village layout can be gained by a quick look at the 1851 census returns. The number of houses recorded in the census return is just 14, in which 77 people lived (an average of 5-6 per house). There were two smithys, as well as the Bird In Hand public house. George Stevens, the innkeeper, also apparently farmed the 22 acres of Hunts Farm. Other farms included Edward Chitty's 42 acre farm along Egley Road, Thomas Steven's Mayford Bridge Farm covering 80 acres, Edward Baker's Sunhill Farm of 49 acres and Kemp's Farm (farmed by Stephen Caesar) on the 100 acres later occupied by the Industrial School. Other trades recorded in Mayford in 1851 include a wheelwright (near the Bird In Hand), a cordwainer (in Hook Hill Lane), and a shopkeeper (at what is now Friars).

Many of the old buildings of Mayford still survive, and despite the recent development of new roads, roundabouts and housing estates, the village has managed to keep its character and olde worlde charm. It is perhaps no surprise that Woking's local history society was formed in the village over twenty years ago.



1. BLACK CLOSE

In the fields between the old Guildford Road and the New Road is the Romano-British settlement site of Black Close. Here in the early 1970s the local history society discovered remains of a small building, associated with blackened stones and cracked flints that indicated its destruction by fire sometime in the 3rd century. Although this was probably not the first place of occupation in the area (scattered flint tools have been found in Mayford) it is certainly the oldest known site in the village.

2. BEECH HILL *(right)*

On the hill overlooking Black Close and the Bourne valley, is Beech Hill, a large early 18th c. building with three pedimented gables, and a fourth (of similar style) added at the south end in the late 19th c. by Halsey Ricardo, a pupil of Norman Shaw. Although not listed, it is of historic interest, and as one of the larger houses of the district played a major part in local life in the last century.

3. CHAPEL COTTAGE, THE OLD FORGE & FORGE COTTAGE

These buildings all date from the 19th and early 20th centuries, but with their varying shapes and styles they help to make this an attractive



corner. The Chapel was originally a Baptist Chapel and the forge, now a shop, was 'once' run by Charles Stocker. As mentioned earlier, it was one of two forges in Mayford, the other being in Smarts Heath Road.

4. THE OLD COTTAGE

Next to Forge Cottage, is this much older house dating from the 16th c. It is a grade II, timber framed building with a whitewashed rendered exterior and a plain tiled roof. Inside the complete timber frame is visible, including the curved braces on the first floor.

5. FRIARS

Although it is not a listed building Friars probably dates from the late 16th or early 17th centuries, but with an early 19th c. addition to the front. The original building to the back is timber framed, and the date 1747 is incised on the brick chimney. Having been built as a house, it was converted prior to 1821 into a shop before becoming the original Mayford Arms sometime after 1851. It reverted to a house in 1905, when the present Mayford Arms was built next door.



6. BRIDGE & GABRIEL COTTAGE *(below)*

Bridge & Gabriel Cottages, originally one house known as Bridge Farm, date from the 17th and 18th centuries. Gabriel Cottage is the cross wing and is the older portion of the farm. It is dated 1729 and the initials W.L.M. are incised on its brick chimney. Bridge Cottage was probably built later in the 18th century, with its east bay being added at the beginning of this century. Both buildings are grade II listed.

**7. MAYFORD & BRIDGE**

The old ford can be seen upstream of the present Mayford Bridge (which itself was built in 1926-27, replacing an older brick arch the foundations of which can still be found underneath).

The stream is known by a variety of names. Upstream of Kemishford it is called the Stanford Brook. As it enters Mayford it becomes the Bourne. From Elmbridge it is known as the Hoe Stream, until its final stretch around Newark Priory where it once again becomes the Bourne.

8. HUNTS FARM BARN & HOUSE

The barn, now badly in need of restoration, was built in the 16th century. It is timber framed on a brick plinth, with a half-hipped roof. Its queen or post construction can be seen from the inside.

The farmhouse is also 16th century, but with 19th century alterations. It too is timber framed, but is encased in brick and part rendered. Both buildings are listed as being grade II.

9. BIRD IN HAND

The present public house only dates from about 1880, but there has been an inn on this site for centuries. The Woking Vestry sometimes met at the pub (the workhouse at Westfield and the White Hart at Old Woking being other favourite haunts).

10. MAYFORD INDUSTRIAL SCHOOL

The Surrey Industrial School, as it was originally called, began life in Wandsworth in 1867 as a school for 'destitute boys not convicted of

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crime'. In 1870 the school moved to Coldharbour Farm at West Byfleet, before finding more permanent accommodation at Mayford Farm in 1886. Shortly after moving here the management of the school passed to the London County Council, and in

1933 it became an approved school. In 1965 ownership reverted to Surrey County Council, who a few years ago closed part of the school and converted the old buildings into small craft workshops etc.



11. SUNHILL HOUSE (left)

Sunhill House is another of Mayford's 16th century grade II listed buildings, although the house has a 19th century front to it. It is timber framed with brick infill to the rear and rendered on the front. The house, once a farm, had extensive grounds to the north before the railway was built in the 1840s, cutting it off from its fields.

12. BROOM COTTAGE,
24 Smarts Heath Road.

Broom Cottage is 16th century with later additions being added this century to the right. It is timber framed with a whitewashed brick front. A Catslide extension to the rear has exposed timbers. Inside the frame is visible, with a chamfered beam stop in the ceiling main frame. There is corner bracing and a queen-post construction visible on the first floor, with the remains of an original mullion window still extant. Broom Cottage is a grade II listed building.

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13. **IVY COTTAGE**, (right)
30 Smarts Heath Road.

Ivy Cottage is a two storey timber framed building dating from the 16th century. It has rendered infill on the right, and has red and blue brick sheathing to the front. It has a half hipped roof with end gables and a central ridge stack. Ivy Cottage is a grade II listed building. Recently on the market for £250,000 the sale details boasted "A wealth of exposed beams – original wattle and daub walls –

inglenook fireplace with oak beam plus covered baking oven – and an open fireplace with brick hearth."

14. **THATCHED COTTAGE**,
Smarts Heath Road.

The Thatched Cottage dates from the 17th century, but with many alterations, including a new single storey cross wing to the south. Although no longer a listed building, it is still of local interest.

15. **DUNMORE NUSERY**, (left)
Goose Lane.

Dunmore Nursery House was built in the 16th century, but was extended towards the street front in the 19th century. To the rear it is timber framed with whitewashed brick infill. Dunmore Nursery House is a grade II listed building.

16. **EMMANUEL CHAPEL**,
Saunders Lane.

Recently damaged by fire, the Emmanuel Chapel was originally built in 1905 on land provided by Mrs



Hervey for a nominal rent of one shilling. Before this, services were held in a ruined barn further along and on the opposite side of Saunders Lane. Plans for the new building were drawn up by Mr A.A. Messer and it was opened on the 4th October 1905 at a cost of £233. 8. 1d. The old chapel was well known in the past for its Sunday school, which attracted up to 60 pupils in the early years of this century. The annual Sunday School outing – in coal carts to Sutton Green or The Hermitage – being a particularly memorable occasion. The chapel was enlarged and redecorated in 1958 – 1960 and although extensively damaged last year, it is hoped that the building can be saved and repaired.

17. **LITTLE GORSEOOD**,
Saunders Lane.

Little Gorsewood dates from the 17th century with later additions added in this century. It is a timber framed building with whitewashed render cladding below and pebble dashed above. The side walls are of brick. The roof is half hipped. The range to the rear was added in a similar style to the main house in 1960. Inside the ceiling framing is visible in the ground floor, there is a step chamfered main beam and a deep brick fireplace with a wooden lintel. The queen-post construction can still be seen on the first floor, and wattle and daub can be found in the roof. Little Gorsewood is a grade II listed building.

THE MAYFORD & WOKING DISTRICT HISTORY SOCIETY

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BYFLEET AND WEST BYFLEET.

The name 'Byfleet' comes from the old english 'Fleot' meaning 'stream'. Byfleet therefore means, 'by the stream', or the River Wey. It was first recorded in 697 as "Biflete". Later variations include . . .

Biflete	1062
Byfleet	1086
Bifled	1200
Byflete	1270
Byflete	1284
Bieflete	1474
Bifflett	1592

Some of the places and roads of Byfleet record names that go back a long way in the area's history.

Binfield was **Bynfeld** in 1548.

Bridge Farm was **Byffletebrugge** at the time of Edward III and called **Byfflebrig** in 1471.

Byfleet Park (the grounds to the Manor House) was known as the **Parcum De Byflet** in 1255 and the **Park & Warren of Biflete** in 1337.

Foxlake Farm was known as **Foxlakes** in 1548 and means 'Fox streamlet' from the old english **Lacu** meaning stream.

Green Lane is marked as **Green Lane Meadow** in the tithe award of 1843.

The road names of the Church Road Estate were taken from people or places connected with Byfleet's past. They are . . .

Fullerton Road, Drive, Way and Close. Sir Thomas Fullerton completed the reconstruction of Byfleet Manor House, begun by Queen Anne in 1615.

Edward II Avenue. King Edward II acquired the Manor of Byfleet sometime between 1297 and 1315 from Chertsey Abbey, and granted it to Piers Gaveston.

Spence Avenue. Joseph Spence (1699-1768), professor of Poetry at Oxford, was one time resident of the parish. His memorial can still be seen in the church.

Catherine Close. Catherine of Aragon was granted the Manor of Byfleet upon her divorce from Henry VIII.

Ulwyn Road. Ulwyn held the Manor of Byfleet at the time of the Domesday Survey in 1086.

Cornwall Avenue. The Manor of Byfleet was once part of the Duchy of

Cornwall until 1533 when it was granted to Catherine of Aragon.

Godley Road. Byfleet was part of the ancient hundred of Godley, which was centred on Chertsey and included Horsell and Pyrford.

Manor Crescent. Refers to the Manor House nearby.

Gaveston Close. Piers Gaveston was granted the Manor of Byfleet by Edward II in 1315.

Brewery Lane, The Maltings, and Hopfield Avenue record the brewery that was at one time in Brewery Lane.

Grassmere Way is built on the land of a house called Grassmere. **Clockhouse Close** is on land once belonging to the Clockhouse.

Binfield Road and Farm Close, are built on the land of Binfield Farm.

Foxlake Road is on land belonging to Foxlake Farm and **Vanners Place** is built on the site of a house called Vanners. **Royston Avenue** and **Road** occupy the site of the Royston Place Hotel. **Lake Close** is built on the land of Lake House and **Petersham Close** and **Avenue,** lies on the land of a house called Petersham.

WEST BYFLEET.

The village of West Byfleet was built on the common land of Byfleet after the railway station was opened in 1887. A few of the roads in the area record older features or place names.

Dartnell Park was built on land once known as Dartnell's Wood.

Parvis Bridge was at one time recorded as **Parishes Bridge.**

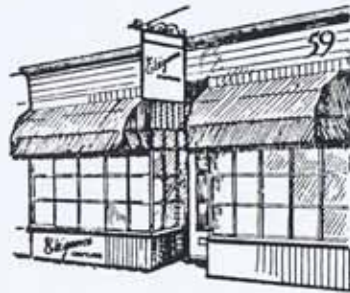
Rosemount Avenue and Parade was built on the land of a house called Rosemount.

Lavender Road records the growing of lavender for the essential oils distillery once operating from premises in Pyrford Road.

Sheerwater Road records the lake where the Sheerwater Estate is now. It was first recorded in 1605 as "Sheerwater" and probably comes from Old English word "Scir" meaning 'clear or bright', so "Sheerwater" means 'clear water'. The name was recorded in 1609 as "Sherewater Lake", in 1765 as "Shire Pond", in 1808 as "Shire Water" and in 1816 as "Sheer Water".

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READERS QUESTIONS AND RESEARCHERS QUERIES

'Readers Questions and Researchers Queries' is designed to offer a forum for those with local history knowledge or material, to contact those seeking information or material. A sort of 'agony aunt' for the Woking historian.

We will endeavour to answer any local history question, either by publishing an article on the subject, or by asking other readers for help through this column.

We are here to serve you and your interest in Woking's past so tell us what you want to know and read about.

Donald Waterer of Bridgewater in Somerset wants to know of any rentals, court records etc. relating to the Manor of Woking from 1400-1600, particularly those recording his family and their ancestors the "at Water's".

Richard at Water and his wife, Agnes, in 1496 chartered lands in Mayford to Henry at Water, Juliana, his wife and Robert, their son. But from whom did Richard acquire these Mayford lands? Also, who were the tenants, before 1540, of the property known as Whitroo in Heathside (presumably Whiterose Farm), and who held the copyhold tenancy of 'Hatchers' in Heathside before Robert Waterer was admitted as tenant on 22nd September, 14 Henry VIII (1523).

If you have any information please let us know, we will pass it on.

Mr Read of Shepperton is tracing his family's past. *"I am looking at the family history of a great-uncle, Mr Louis Lynn, who was born around 1850 in Albury. His Will nominates Algernon Tudor Craig of Craigstone Cottage, Knaphill, Bisley, as one of the executors and I am seeking the connection between them as a guide to the early life of Louis Lynn. The will is dated 1915."*

If you run a business and would like to advertise in the Journal, please send your 'copy' for inclusion, together with a cheque for the relevant amount (see rate chart right), to A.K. Wakeford, 166 High Street, Old Woking, Surrey GU22 9JH.

If you have carried out any local history research and would like to make it more widely known please send a copy to our editor at 166 High Street, Old Woking, Surrey GU22 9JH. All material will be returned, and full acknowledgement given for articles printed.

Craigstone Cottage is part of the Princess Christian Homes at Stafford Lake in Bisley. Algernon Tudor Craig was the secretary there in 1909, and according to 'Who was Who', Major Craig was, in 1918, the controller of the Lord Roberts Memorial Fund and Workshops, the body governing the home. However Mr Read has no record of Louis Lynn every being in the services and is curious to know the connection between the two gentlemen. He would also like to know more about the Princess Christian Homes and about Major Craig's first wife and her family, the Lukin's. Can any readers help?

From the Institute of Historical research in London comes a plea for biographical sources on Captain Mark Jeffreys of the Manor House, Sutton Green.

Andrew Rowley, Research Assistant to the Director, is engaged in a project investigating the nature of landownership in 20th century Britain, and wishes to know more about Captain Jeffreys who purchased the Manor House on the Sutton Place estate in 1959.

WE ALL MAKE MISTAKES

A couple of omissions and errors crept into the first edition of the Journal which we would like to correct now.

The advertisement for the BPA Partnership and Wocad Ltd on page thirteen (unlucky for some) gave their old address, not their new one of Premier House, Victoria Way, Woking, Surrey. We apologise for any inconvenience caused. The telephone number was, however, correct. Not so a couple of other advertisers who found that due to British Telecom's revision of the Woking phone numbers in October they had a "7" or "71" missing from their entry.

Finally we must acknowledge the photographic skills of Mr Les Bowerman (Secretary of the Send & Ripley History Society) whose photograph of the interior of Woking Palace appeared on page eight. Thank you Les for permission to use your photograph.

Hopefully no errors have crept into this edition, but if they have we are sure our eagle-eyed readers will soon let us know. At least it shows that they have read it!

ADVERTISING RATE CHART

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KNAPHILL IN THE PAST

by Iain Wakeford



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IN THE NEXT EDITION...

HISTORIC HORSELL, a pictorial survey
BROOKWOOD CEMETERY TOUR, part two
SKEET & JEFFES, 99 years of service
THE BLUE ANCHOR MURDER,
Byfleet's famous murder case
A WALK AROUND KINGFIELD



Knaphill High Street.



Knaphill High Street looking from the school towards Sussex Road.



Schools, Knaphill.

Knaphill School, the Woodwork and Cookery rooms.



Looking down Anchor Hill from the junction of Lower Guildford Road.



Knaphill High Street with the corner of Lathams on the left.



Robin Hood Road with 'Inkerman' hill in the background.

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Dear Reader,

Enclosed in this Journal is a free programme for the 1990 Woking History Festival. Please make a note of the dates in your diary and, if possible, display the centre pages in your window for all to see.

The Committee would like to thank those exhibiting, leading walks, or giving talks, and the sponsors for their help.

We hope you enjoy the second Woking History Festival as much as you did the last, and we hope to see you all at Easter.

The Woking History Festival Committee

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LOCAL HISTORY IN THE NEWS

WOKING PALACE RESTORATION

Following our report in the first Woking History Journal on the history of Woking Palace, Woking Borough Council have decided that enough is enough and that restoration of the remains must now take place. At a recent meeting of the town planning committee, members voted to spend £20,000 over the next two years on restoration work. This will include capping the exposed brickwork and the re-bedding of all loose materials. A new roof will be constructed over the old stone building, thought by many to be the bakehouse. It is hoped that English Heritage will contribute towards the costs.

MAYFORD SAVED

The walk around Mayford, reported elsewhere in this Journal, could have been spoilt forever if recent plans by Shell Oil had gone ahead. The proposal to build a 24-hour service complex on the 3.2 acres of meadow by Mayford Bridge (opposite Hunts Farm) would have ruined the area completely and banished all hopes of designating this historic part of the borough as a conservation area. However, due to protests from local historians and pressure groups, the plans have been dropped and Mayford saved, for the time being at least.

BROOKWOOD CEMETERY TO BE RESTORED

Brookwood Cemetery, currently the scene of controversy between local residents and the cemetery owner, should be restored to its former glory according to Woking History Journal adviser, John Clarke. In our last edition John guided readers around part of the Nonconformist section of the cemetery (part two in the summer issue) and commented that 'greater awareness of its historical importance - will help to secure the Cemetery's future'. Now perhaps his views have been taken seriously. A local group of consultants are working on plans for the Cemetery's restoration and it is hoped that a period of greater co-operation will soon exist between the owner of the Cemetery and local historians and conservationists.

LOCAL HISTORY DIARY

The Surrey Archaeological Society is running a course of ten lectures on 'Towns in Historic Surrey' on Tuesday evenings at 8pm in Lecture Theatre D, Central Lecture Block, The University of Surrey, Guildford. The course starts on April 24th when Richard Muir will give an illustrated talk on Haslemere. Other lectures include:

May

- 1st - Kingston - Marion Shipley
- 8th - Farnham - Gilbert Jackman
- 15th - Godalming - John Jannaway
- 22nd - Reigate - David Williams
- 29th - Southwark - Harvey Sheldon

June

- 5th - Croydon - Ron Cox
- 12th - Dorking - Vivian Ettlinger
- 19th - Walton - Michael Blackman
- 26th - Guildford - Mark Sturley

The course fee is £28.50 for the ten lectures or £3.50 for individual talks (payable on the night). Surrey Archaeological Society members and O.A.P.s are charged at a reduced rate. More details from the Society at Castle Arch, Guildford (Tel Guildford 32454).

Clashing with the last four lectures at Guildford, is the start of a seven week course of 'Woking History Walks' organised by the Adult Education Centre at Danesfield. The walks start at 7pm on Tuesday, starting on Tuesday 5th June at Danesfield, for a walk across Horsell Common to the Bronze Age bell-barrows and the Muslim Burial Ground. Other walks include:

June 12th

The Ancient Town - Old Woking

June 19th

The Common Fields - Kingfield

June 26th

Farms & Nurseries - Knaphill

July 3rd

Along the Canal - St Johns

July 10th

Common & Enclosure - Brookwood

July 17th

Land Sales & Development
- Woking Town Centre

More details from Danesfield on Woking 729330.



INTERPRETATION CENTRE
BISTRO

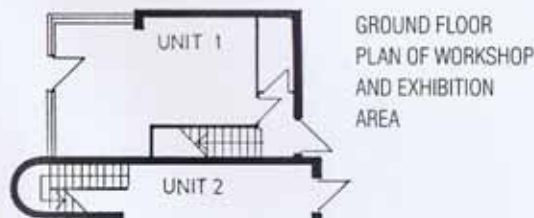
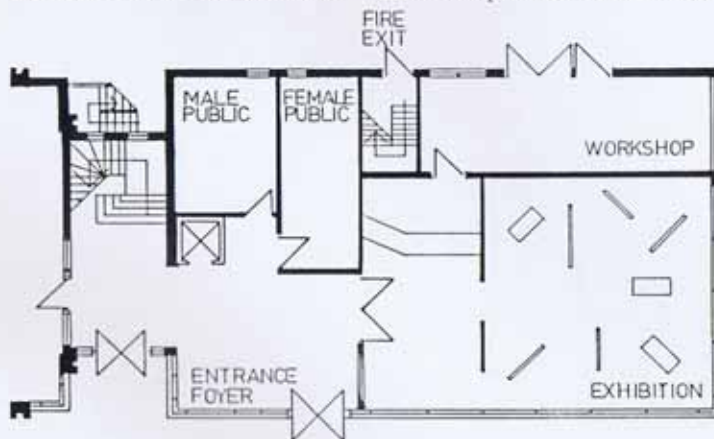
MUSEUM
TRIP BOAT CENTRE :WORKSHOP:EXHIBITION SPACE

EAST ELEVATION

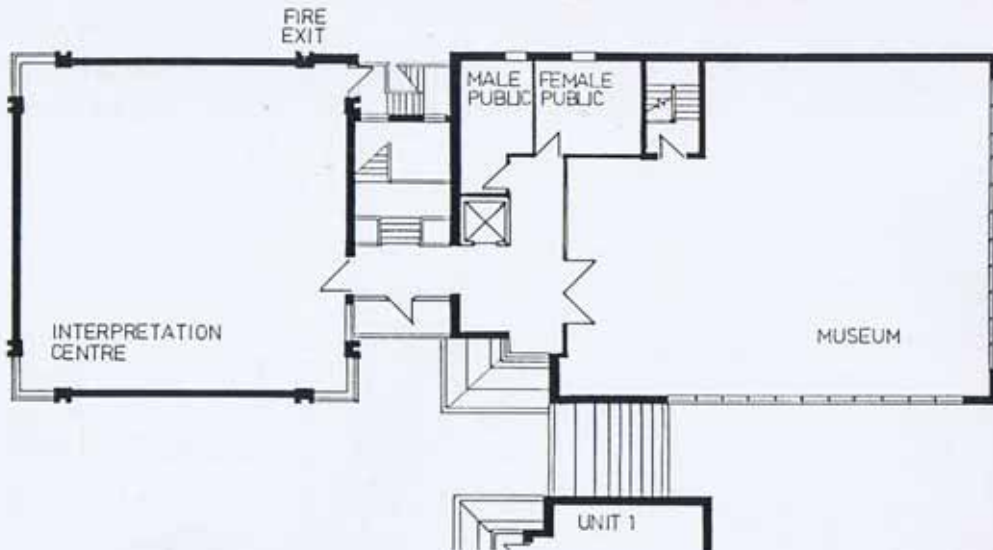
WOKING'S MUSEUM AT LAST?
The search for a home for the long awaited Borough Museum could soon be drawing to a close, if plans by Hotel Ibis get the go ahead from Woking Borough Council. Their scheme, for an 85 bed hotel, with car parking, canal basin and museum/interpretation centre, for the Brewery Road car park site were discussed at a recent meeting called by Woking Chamber of Trade and Commerce.

The meeting, which was attended by representatives of local residents groups, the History Society, Canal Society, and several Borough Councillors, heard that a building has been set aside providing 200 sq. metres of Museum space, with a further 247 sq. metres of exhibition area/workshop, and 159 sq. metres designated as an 'Interpretation Centre'. The audiences interpretation of an 'Interpretation Centre' varied

and it was generally agreed that the space allowed for the Museum was seriously inadequate, although, as the developers pointed out, it was within the Borough Council's ten year old brief for such a building. In light of this several Councillors proposed that the brief be updated and extra space be provided for the Museum/Exhibition area, possibly using part of the adjacent 'shop units' for the museum stores and offices. The proposals still have a long way to go and negotiations will have to take place between museum supporters, the Council and the developers to ensure that the right space is provided. As one member of the audience pointed out 'Woking has got it wrong too many times in the past - we must get this one right first time'. We will keep you up to date with the news.



The Gordon School at West End have a small museum on the history of the school and General Gordon. It is open on request, but they are looking for more volunteers to enable it to open on a more regular basis (possibly at weekends). Although no pay can be given, expenses will be met. Please contact Mr Jolly on 0276-858084 if you can help, or if you wish to look around the museum or school.



Could this be **WOKING'S MUSEUM?**

Above: First floor plan of the proposed Museum/Interpretation centre by Architects Hattrel and Partners of London, Manchester and Coventry.

Below: Artists impression of Museum building from Town Quay and Basingstoke Canal.

**PROPOSED HOTEL IBIS – AND MIXED USE DEVELOPMENT
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