

MISCELLANEOUS NOTES ON SOME KENT ROADS AND
ALLIED MATTERS

By F. C. ELLISTON-ERWOOD, F.S.A.

INTRODUCTORY

ALL who at any time have been engaged in research work, know only too well the dangerous temptation to stray from the straight and narrow path of the chosen study into the alluring by-roads that open on either hand as the enquiry proceeds. This is, of course, quite wrong, and indicates a lack of concentration and a wavering purpose. These essays are a totally unrepentant confession of such a failing.

In 1945 a bomb destroyed a solicitor's office at Greenwich, once Kent but now merely S.E. The contents of cellars and strong rooms were scattered, and I was, in virtue of my appointment the previous year by the British Records Association to investigate and advise on such matters, asked to visit the scene of the disaster. I found a mass of books and deeds that, I was assured, must of necessity be destroyed unless some arrangements could be made to salvage and remove them. There was urgency in this, and the Kent Archives at Maidstone sent a van, and the whole mass weighing nearly half a ton was taken away to safety.

But while awaiting the arrival of transport I took the opportunity to make a rather more detailed examination of the documents, and it was clear that most of them dealt with the establishment and later operations of the New Cross Turnpike Trust, and the associated but separate "Lower Road Trust," including an almost unbroken series of minute and account books from 1740 onwards.

Living as I did on the line of the Kent (Dover) Road I was naturally interested in these records, and after one or two more leisurely examinations in their new home, I was of the opinion that here was the longest and most complete set of Turnpike documents in existence, dealing with an important group of roads linking up the capital with the great arteries leading into Kent and to the Kent Ports. With the generous help of the Leverhulme Trustees during the years 1946-47-48 a detailed study of these documents was carried out, and a history of the New Cross Turnpike Roads, from Southwark to Dartford, Footscray, Farnborough and the County Boundary at Stroud Green near Croydon, was prepared. This awaits publication.

Now it was that "side issues" became of such absorbing interest, for much purely local matter that would have been out of place in a

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major treatise, really deserved preservation (or is it interment?) in the pages of local historical publications. Such were

Road works at Shooters Hill. 1816. *Proc. Woolwich Ant. Soc.*, Vol. XXVIII, pp. 28-44.

The making of the New Road at Lee. 1824-28. *Trans. Greenwich and Lewisham Ant. Soc.*, Vol. IV, pp. 236-47.

The Turnpike Roads between Greenwich and Woolwich. *Proc. Woolwich Ant. Soc.*, Vol. XXX, pp. 1-52.

This last was in effect a complete history of a minor Turnpike Trust, an offshoot of the greater local Trust.

The New Cross Trust being so intimately connected with Kent, it was unavoidable that investigations should extend into the county, but this was an undertaking of much greater magnitude, and one that, owing to the deficiency of original records, could not be brought to any final shape, at least not by myself, whose activities were circumscribed by the passage of time and the urgency of other commitments. Nevertheless, here are some matters, the product of the aforementioned divagations, as well as one or two more controlled studies, that are, I venture to think, not without interest in the study of Kent Roads.

AN EARLY MILESTONE IN KEMSING PARISH, AND THE ROADS ASSOCIATED WITH IT

On the so-called "Pilgrims' Road," a quarter of a mile east of the parish boundary of Kemsing and Otford, is an inconspicuous milestone, somewhat sunken in the ground, from which it projects some fifteen inches, though generally hidden in long grass. It now has the protection of an iron cage, but its inscriptions, especially that on its upper surface, are yearly becoming more difficult to decipher. The diagram (Fig. 1) shows its shape and dimensions above ground. The inscriptions are:

Top, in two lines ..	170?	KEMSING	
North face	THE WAY TO	DART FORD	12 MILES
South face	THE WAY TO	SEVEN OAKS	3 MILES
East face	TO MALL ING	10 MILES	
West face	TO BROM LY	12 MILES	

The first matter to be decided is the date of the stone, which has been much misread as 1720 (by myself, *Pilgrims Road*, 2nd ed., p. 163) as "17 something, probably a year in the second half of the century" (by the late E. G. Box, "Some West Kent Roads," *Arch. Cant.*, XLIII, p. 97), and other writers have been equally in error. I asked Mr. F. C. Harrison of the Otford Historical Society to give me his reading and he replied, "170-, the last figure being indecipherable." Finally I went down myself and satisfied myself that Mr. Harrison's reading was

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correct, and to preserve a record of what did remain, took a plaster cast of the upper surface. A careful examination of this in a bright light at home seemed to show vestiges of an "8" but this is immaterial: the date must lie somewhere between 1700 and 1709.

Now this date is important, for it makes the stone in all likelihood the earliest dated milestone (other than those of Roman origin) in the country, certainly in Kent. According to S. and B. Webb's *Kings Highway* (2nd ed., p. 156) milestones date from about 1720. Defoe mentions them in 1748, and they were made compulsory on Turnpike Roads from 1740 onwards. Parish Surveyors on non-turnpike roads

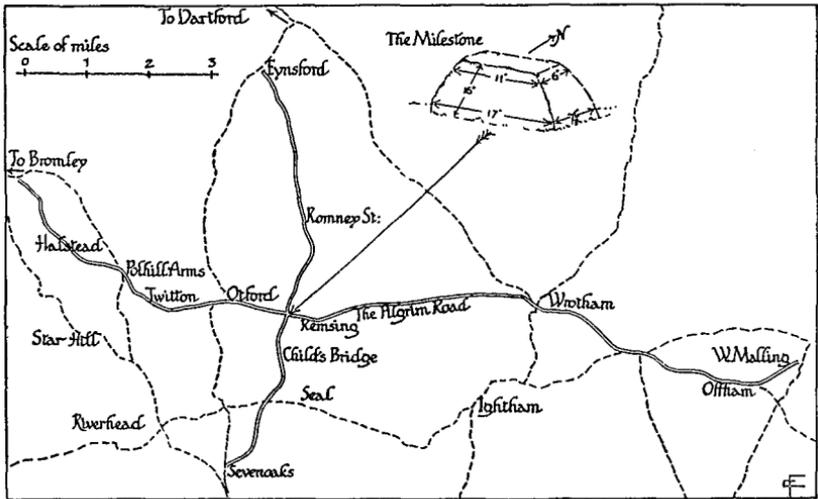


FIG. 1.

could erect them if they so desired, and it is therefore to some unknown official of Kemsing that we owe the existence of this milestone, though I believe the Surveyor's Accounts of that parish have not survived.

But of greater importance than the stone are the roads it indicates, for here we have a part of a road system that precedes the introduction of the Turnpike, and included in this scheme is a section of the "Pilgrims' Road" that has hitherto not been regarded as anything but a country track or at most a by-road.

The first road to be made a turnpike in Kent was the River Hill to Tonbridge and Tunbridge Wells and Woodsgate road, turnpiked in 1709, to be followed by the Northfleet, Gravesend and Rochester Road in 1710, the New Cross Roads 1717, and the Chatham, Boughton and Canterbury Road in 1724. The Kemsing Series belongs, therefore, to an earlier group, and each section of it will be studied in detail.

THE SEVENOAKS ROAD

Mr. Box (*op. cit.*, p. 37) deals with this road, and his suggestion is that the route was Child's Bridge Lane and Child's Bridge, the footpath to the Seal—Riverhead Road at or near Steadle's or Stiddolph's Heath and then by way of Seal Hollow Road to Sevenoaks. There seems to be no objection to this, but it is worthy of note that in two centuries a road presumably suitable for some sort of wheeled traffic could degenerate into a mere footpath.

THE DARTFORD ROAD

There must have been some very cogent reason for selecting this road, for its gradients are steep and its surface treacherous in wet weather, especially as a short distance westward the road along the Darenth valley through Shoreham and Eynsford would have served as well, if not better. The indicated road commences with a steep climb to the top of Beechy Lees Hill, a slippery chalky slope, from which three roads lead towards Dartford:

- (a) Romney Street, over the "clay with flints" to Bower Farm, Eynsford and the Darent valley.
- (b) Woodlands, Knatt's Valley, Maplescombe, Beesfield and Farningham.
- (c) East Hill, Maplescombe, and thence as (b).

All these roads today are well-trodden footpaths and lanes, reaching metalled dignity at places like Romney Street or Woodlands where wheeled traffic is possible, but in general the gradients are difficult. Of the three routes suggested above, the first (in spite of its poor soil) is probably the one used, entering Eynsford by Bower Lane. The road is marked on Andrews's map of Kent, 1779, as a practicable road. From thence to Dartford along the valley the way was fairly good, though it was not turnpiked till 1765 (6 Geo. III, c.98). Mr. Box gives other suggested routes along the valley, but it does seem probable that until the middle of the eighteenth century, if not later, the main north to south road sought the crest of the chalk hills and did not enter the valley till Bower Lane debouched into it at Eynsford.

THE MALLING ROAD

The milestone seems to give undisputable proof that the Pilgrims' Road from Otford to Wrotham was definitely in use as a highway at the end of the seventeenth century and that it was possible to travel beyond those places in both directions. From Wrotham the line of the road would be Wrotham Heath, Offham and West Malling, a course that involves no problems of a major sort. There are, of course, between Otford and Wrotham alternative ways and these intrigued Mr. Belloo

(*The Old Road*, ed. 1904, p. 131), but I think, if old maps are any reliable guide, the Pilgrims' Road was certainly the public highway, but further investigation here might be helpful. The course through Offham is practically certain, for the turnpike was not established on this section of the Maidstone Road till 1751, though beyond doubt there was some kind of a road here.

THE BROMLEY ROAD

It is this last section of this early group of roads that raises many problems. Obviously after passing through Otford village it must then cross the present Sevenoaks—Bromley Road at or near Polhill, but this magnificent road down the southern slope of the North Downs was not in existence till 1826, being sanctioned by 6/7 Will. IV, c.11, and a MS. map of the proposed road shows that it was to traverse open fields and woodland. There were not even footpaths. The old line of road to Bromley (to which this road from Otford was tributary) left the site of the proposed new road on the right and proceeded via Dunton Green, Morant's or Madam's Court Hill, Knockholt village and over Richmore Hill to Pratt's Bottom. This could be, and most likely was, reached from Otford via Twitton and then up the steep incline to the top of Polhill near the inn of the same name, which appears to be of some antiquity. From thence a road directly opposite the public house made for Halstead, Knockholt and Pratt's Bottom, whence the road to Bromley was straightforward. An alternative would have been to continue directly westwards from Otford, bearing neither to the right or left, and so reaching Star Hill, on the older road, north of Morant's Court.

THE STOCKER'S HEAD AND CHILHAM ROAD. (Fig. 2.)

The need of a more direct route to Canterbury from the Weald than that afforded by the roads via Charing and Faversham or Ashford, had long been apparent, and it is difficult to understand why the Biddenden and Boundgate Turnpike Trustees did not foresee this need and extend their road from Boundgate to Chilham in 1766 or even later when other Acts affecting this road were obtained. Had they done so, a four-mile extension would have obviated a new Trust and an eight-mile road. Consequently, it was not till 1809 that this need was satisfied. The Stocker's Head—Chilham Turnpike road was set up by the Act 49 Geo. III, c.92 which received the Royal Assent in 1809. The main problem was to make a new road from the top of Charing Hill to the crossroads at Challock Lees, at which point an existing road could be reconstructed to link up with Chilham. The chief difficulty lay in the fact that the proposed road was to cut through Longbeech Wood, and that this wood was divided in ownership between the See of Canterbury and the Dering family. There were, and are, several tracks through this wood,

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and indeed Mr. Margary (*Arch. Cant.*, LXIV, p. 21) shows the North Downs Ridgeway passing through it, but these were to be discarded for an entirely new and wide well-metalled highway. Of the construction of the road we have a considerable amount of information gathered from an "Order Book" in my possession. After the Act was passed, a number of the Trustees (there were some fifty or sixty in all) met at

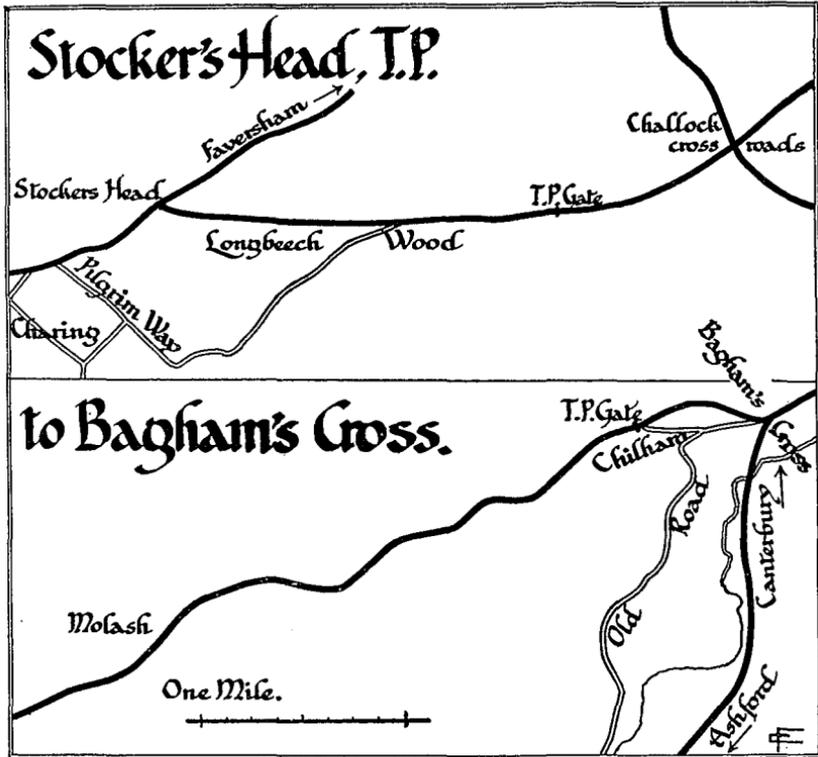


FIG. 2.

the "Half Way House at Challock Cross Roads" to decide on a course of action. They were to meet quarterly, Weller Norwood of Charing was to be the Clerk and Treasurer at £10 10s. per annum, giving a bond of £1,000 as security. Fourteen subscribers of a total sum of £2,075 were asked for 25 per cent of their promised contribution for current expenses, including £365 6s. 7d. for the cost of obtaining the Act. The Archbishop and Sir Edward Dering were informed of the course of the road, and told also that the injury to their land would be inconsiderable, and a Mr. William Collis was invited to attend the next

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meeting to give his advice and opinions on the scheme and to provide some estimate of the cost.

Collis was a member of a family, probably Kentish, many of whom were either road makers on a large scale or Surveyors to various Trusts, or, what is highly probable, often combining the two to their own considerable benefit. Several members of the family will appear under one or other of these guises in these essays. Mr. Collis was in attendance at the meeting. The permission of the two noble landlords was presumably not yet given (though this is not specifically stated), and Mr. Collis was agreed with for "making, altering, raising, widening and repairing" those parts of a road marked on a plan (now missing) for the sum of £1,091 12s., the work to be completed by the end of June, 1810. He was to be paid *pro rata* as the work proceeded. This contract did not include the Longbeech Wood portion, as owing to the delay in obtaining the necessary permission the details were not ready, but a further contract was prepared for the extra work at £839 7s. The two contracts were consolidated at £1,930 19s. While this work was proceeding, the Trustees selected sites for the proposed Toll Gates, the one at Chilham, the other at Challock. Then followed the contentious and difficult matter of settling the contributions of the parishes through which the new road would pass. These sums were in lieu of the older "Statute Duty" whereby each parish was compelled by law to provide labour, carts and material for road work, this now being commuted into a money payment. These payments were, for the years stated, as follows:

CHILHAM	..	£31— 0—7½	£15—10—3¼	£17—16— 9	£17—16— 9
MOLASH	..	25— 3—5¼	12—11—8½	11—15— 0	11—15— 0
WYE	..	9—13—1½	4—16— 6	4—10— 4	3— 4— 6
CHALLOCK	..	22— 1—1	11— 0—6½	10— 5—10	7— 7— 0
WESTWELL	..	8—15—1	8—15—1	8—15— 1	6— 8— 9
CHARING	..	—11—3	5—7½	6— 9	6— 9
TOTAL	..	£97— 4—7½	£52—19—10	£53— 9— 9	£46—18— 9
		(1809)	(1813)	(1843)	(unspecified)

Later on the rates were fixed at £7 per mile for Charing, Molash and Chilham and £5 per mile for the other parishes. The settlement of the amounts due was generally the result of agreement between the Parish Surveyors and the Trust Surveyor, though in cases of definite disagreement recourse had to be made to the Justices. It will be observed in the tables above that the assessment for 1813 was exactly half that of 1809 except in the case of Westwell, where the road was entirely a new one through Longbeech Wood. The remainder of the income of the Trust was to be derived from Tolls, paid either at the Gates or by Compositions, these latter being paid by those who had cause to use the road very frequently. In seventy months from

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July, 1810, to March, 1816, the sum of £890 12s. 11½d. was received, approximately £12 14s. 6d. per month, and from this salaries, wages, cost of materials and general maintenance, as well as interest on the initial loan, had to be provided.

From May, 1809, to July, 1816, the total income of the Trust was £3,469 6s. 2d. and the expenditure £3,335 18s., leaving a balance of £133 8s. 2d. This is a typical budget for a small Trust, but it will be observed that there is no attempt to reduce the burden of the loan. The interest was paid, but the principal remained intact. But it is not the purpose of the short accounts to dwell too much on the finance and internal organization, so a leap is taken to the year 1827, when the question of a diversion at Chilham was under consideration. At this time the road entered Chilham village by the steep lane that still is the approach to the Square from the west and then left by the Woolpack to the Ashford—Canterbury road and Bagham's Cross. The difficulties of this road are obvious—even today the motor buses cannot enter the village but have to pause and reverse at the foot of the hilly approach. A new Act was therefore applied for which became effective in May, 1830. The passage of this Bill cost the Trust £174 4s. 10d., and the construction of the bypass was entrusted to Thomas Thurston of Ashford, another of the great names in Kentish road construction. The cost of this half-mile of road was:

Land at £85 per acre	£192 16 10	(from James Beckford Wildman)
Cost of the Act ..	£174 4 10	
Making Road ..	£180 0 0	
Thurston for Survey	£5 12 0	
A new Gate	£105 0 0	
Gratuity to the Survey- or (Jenner)	£5 5 0	
	<hr/>	
TOTAL	£662 18 8	apart from the cost of fencing

A mile of road made by Collis a few years earlier had cost £839 7s., but in that case there was nothing to pay for land purchase. The figures are interesting, as they indicate the difficulties the Trustees experienced in carrying out their duties, but moreover they show how little margin there was for speculation and other alleged abuses of the Turnpike system. Tolls on this road were £142 in 1830, £185 in 1833, £127 in 1838, £139 in 1841, £137 in 1844, £100 in 1847 and £97 in 1848. It is obvious from this that unless loans were forthcoming on the mortgage of the tolls, the upkeep and repair of the road could never have been achieved. Of the working of this Trust there is not very much to say. The meetings of Trustees, about six per annum, were very poorly attended, the average being about four or five. Most of the

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administration was left in the hands of the Surveyor (from 1841 this office was filled by Thomas Thurston) and the Clerk. Efforts were made now and then to auction the Tolls, but the returns were so small that only local people could be persuaded to bid for them, and often they were not let at all. Unfortunately the Order Book from which these details are derived ends with the year 1849. Thus it is that only the first half of the activities of the Trust can be mentioned. The Trust was extinguished by 38/39 Vict. c.194 in 1875, so there are still some twenty-five years of its history not yet recorded. From the figures quoted above the revenue appears to be gradually decreasing, but which of the many factors that might have adversely affected the road and its revenue little can be said, but it is not likely in this instance to have been the railway.

CHARLES SLOANE, 1690-1764. ARCHITECT, SURVEYOR, CARTOGRAPHER AND CARPENTER

The New Cross Turnpike Trust, established in 1718 for a period of twenty-one years, was, in 1738, drawing to the close of its allotted span, but, reluctant to relinquish control of the road under their care, was in negotiation for a Parliamentary Bill to give it a further lease of life. At a meeting of the Trustees on 11th September, 1738, they passed the following recommendation:

“Your Committee are farther of Opinion that a Plan of all the Roads directed to be repaired by the Act of Parliament relating to this Trust should be made by some Skilful Person, and the Breadth as well as the Length and Distance from place to place together with the true Levell in each particular Distance for making proper Currents for Effectually Conveying the water off from the said Roads, and of all Ditches and other Places thereto adjoining & Contiguous, necessary and Convenient for Receiving the Water from time to time so to be drained off from the Same, be as fully described and Delineated therein as may be.”

Though it is nowhere stated in the minutes, an advertisement had been put out for some “Skilful Person,” for on 23rd October of the same year

“Mr. Charles Sloane of Gravesend appeared and proposed to Draw a Plan of the Roads to be Repaired by this Trust on the Terms hereafter mentioned, viz., to measure all the Distances from the Places menconed in the Head of his proposalls with the Chain (which is the most accurate way) and all the Angles with the Hypothenusall, and Base Lines of the Hills with the best instruments now in use, viz., by Sisson’s new Improved Theodolites, protractor and Scale of equal parts as approved by the

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Royall Society, a Description of the Soile and all the Remarkables on each side and the Bounds of the Parishes and the Counties Expressed, provided a proper person be allowed to Assist who is acquainted therewith, and to make a Map with a Section of the Land whereby all the Hills with their Ascent and Descent will be observed and the True Horizontal Measure of the Base Gained, which the Trustees now present approved of and being well Satisfyed of the Skill and Judgmt. of the said Charles Sloane to perform the said Plan according to his undertaking, It is now Resolved and Ordered that the said Charles Sloane be Employed to perform the same according to his proposal and be allowed the sum of twelve Guineas for his Expenses pains and trouble for perfecting the same according to his Terms aforesaid and in case the said Plan be on Vellum in a Book (the Charge of which Vellum and Binding is to be paid by the Trust) and Delivered to this Trust Compleate and perfect at or before Lady day next."

The work took much less time than was anticipated, for on 15th January, 1738/9, it was stated:

"Whereas Mr. Sloane the P'son employed by this Trust to Draw a plan of the Roads appointed to be amended by the late Act of Parliament appeared with the said Plan, which is approved by this Trust. It is therefore Ordered that the Sum of twelve Guineas be paid him pursuant to his Contract on the 23rd of October last and the Sum of two pounds twelve Shillings and Sixpence for Vellum and Binding the Book which was agreed by the said Contract to be paid at the Charge of this Trust and also One Guinea for his making a General Map of the said Road Extra of his Contract, in all amounting to the Sum of Sixteen pounds five shillings and Sixpence, and that a warrant be made for the Same was accordingly done."

At the next meeting (5th March, 1738) another minute relating to the "Table" is recorded:

"Ordered that a Suffict. number of the Distances on this Road, measured by Charles Sloane be printed for the use of this Trust and delivered to the Trustees, distinguishing the Distance of Road in Each parish."

Such were the matters that brought Charles Sloane to notice and which opened up an interesting line of investigation. He evidently created a favourable impression upon the Trustees though, to a hardened interviewer of candidates for positions, it might appear that an effort was being made to overawe the Trustees by a display of official learning, if not indeed jargon. A Hypothenusall is not, as might be inferred, any special kind of surveying instrument, but our old schoolboy

Euclidian bogey, the Hypothenuse of a right-angled triangle, and all Sloane was saying was that he proposed to measure the perpendicular height of all hills (with the theodolite) and the slope length with Gunter's Chain, from which all other dimensions and angles could be calculated. The map he produced is missing but a copy of his table of Distances does survive, and because it contains some interesting local topographical details, it is here reproduced (Fig. 3), though its study must not be allowed to divert attention from a diversion. Charles Sloane was born either in Gravesend or Milton in 1690 but very little can be gleaned of his ancestry, though the fact that he named his second son Hans might suggest an association with the family of Sir Hans Sloane (1660-1753). But Sir Hans died without issue or collateral heirs, and the baronetcy died with him, and it seems more likely that the name was bestowed as a tribute to the great man, with perhaps a hope that the two families might be associated in the public mind, if nothing more.

Another unresolved matter is that of Sloane's early training. He was an undoubtedly skilful map draughtsman and it may be asked whether he was not a pupil of Robert Felgate who calls himself "philomath" on a MS. map of Aldham in Essex in the Essex County Archives at Chelmsford. This map is dated 1675 and, as Felgate was a native of Gravesend, the possibility of the two men having some association cannot be ignored.

Little of Sloane's professional life is known before 1732, when, at the age of 42 he was selected to rebuild the Church of St. George, Gravesend. There are full accounts of this rebuilding in the well-known histories of Pocock and Cruden and recently some fresh matter has been printed by the late librarian of Gravesend, A. J. Philip. From these sources it can be presumed that Sloane had been in practice before this date and that he was not unknown to the more prominent men of the town. In the agreement to build the church (printed in full in Philip, pp. 132-7), Sloane is described as a carpenter, but this need not be taken literally. The term "architect" seems to have been reserved for the greater lights of the profession; those of lesser stature were "craftsmen." Such another was Matthew Spray of Deptford, who built (and presumably designed) the new parish church of Woolwich about the same time; he was described as a "bricklayer."

Sloane's next engagement was that already mentioned, the survey for the New Cross Trust, and another survey, with three well-drawn maps in the K.A.S. collections at Maidstone, shows him at work for Jarvis Maplesden of Shorne, planning and recording his estate there, in 1743. From 1744 to 1764 Sloane appears to have been engaged in erecting the new Gaol at Maidstone. In J. M. Russell's *History of Maidstone*, 1881, p. 285, it is stated:

A TABLE of the *Kentish* Roads near *London*, actually measured by Order of the Trustees for amending the said Roads.

Names of Places or Stations.				Names of Places or Stations.			
Miles	Furlongs	Links	Perches	Miles	Furlongs	Links	Perches
0	0	0	0	0	0	0	0
0	1	197	2	14	2	873	1
0	2	394	124	14	6	762	2
1	2	588	679	12	6	797	2
1	2	782	1070	12	6	889	2
1	3	976	1461	12	7	983	3
1	3	1170	1852	12	7	1077	3
1	4	1364	2243	12	7	1171	3
1	4	1558	2634	12	8	1265	3
1	5	1752	3025	12	8	1359	3
1	5	1946	3416	12	8	1453	3
1	6	2140	3807	12	9	1547	3
1	6	2334	4198	12	9	1641	3
1	7	2528	4589	12	9	1735	3
1	7	2722	4980	12	10	1829	3
1	8	2916	5371	12	10	1923	3
1	8	3110	5762	12	11	2017	3
1	9	3304	6153	12	11	2111	3
1	9	3498	6544	12	11	2205	3
2	0	3692	6935	12	12	2299	3
2	0	3886	7326	12	12	2393	3
2	1	4080	7717	12	13	2487	3
2	1	4274	8108	12	13	2581	3
2	2	4468	8499	12	14	2675	3
2	2	4662	8890	12	14	2769	3
2	3	4856	9281	12	15	2863	3
2	3	5050	9672	12	15	2957	3
2	4	5244	10063	12	16	3051	3
2	4	5438	10454	12	16	3145	3
2	5	5632	10845	12	17	3239	3
2	5	5826	11236	12	17	3333	3
2	6	6020	11627	12	18	3427	3
2	6	6214	12018	12	18	3521	3
2	7	6408	12409	12	19	3615	3
2	7	6602	12800	12	19	3709	3
2	8	6796	13191	12	20	3803	3
2	8	6990	13582	12	20	3897	3
2	9	7184	13973	12	21	3991	3
2	9	7378	14364	12	21	4085	3
2	10	7572	14755	12	22	4179	3
2	10	7766	15146	12	22	4273	3
2	11	7960	15537	12	23	4367	3
2	11	8154	15928	12	23	4461	3
2	12	8348	16319	12	24	4555	3
2	12	8542	16710	12	24	4649	3
2	13	8736	17101	12	25	4743	3
2	13	8930	17492	12	25	4837	3
2	14	9124	17883	12	26	4931	3
2	14	9318	18274	12	26	5025	3
2	15	9512	18665	12	27	5119	3
2	15	9706	19056	12	27	5213	3
2	16	9900	19447	12	28	5307	3
2	16	10094	19838	12	28	5401	3
2	17	10288	20229	12	29	5495	3
2	17	10482	20620	12	29	5589	3
2	18	10676	21011	12	30	5683	3
2	18	10870	21402	12	30	5777	3
2	19	11064	21793	12	31	5871	3
2	19	11258	22184	12	31	5965	3
2	20	11452	22575	12	32	6059	3
2	20	11646	22966	12	32	6153	3
2	21	11840	23357	12	33	6247	3
2	21	12034	23748	12	33	6341	3
2	22	12228	24139	12	34	6435	3
2	22	12422	24530	12	34	6529	3
2	23	12616	24921	12	35	6623	3
2	23	12810	25312	12	35	6717	3
2	24	13004	25703	12	36	6811	3
2	24	13198	26094	12	36	6905	3
2	25	13392	26485	12	37	6999	3
2	25	13586	26876	12	37	7093	3
2	26	13780	27267	12	38	7187	3
2	26	13974	27658	12	38	7281	3
2	27	14168	28049	12	39	7375	3
2	27	14362	28440	12	39	7469	3
2	28	14556	28831	12	40	7563	3
2	28	14750	29222	12	40	7657	3
2	29	14944	29613	12	41	7751	3
2	29	15138	30004	12	41	7845	3
2	30	15332	30395	12	42	7939	3
2	30	15526	30786	12	42	8033	3
2	31	15720	31177	12	43	8127	3
2	31	15914	31568	12	43	8221	3
2	32	16108	31959	12	44	8315	3
2	32	16302	32350	12	44	8409	3
2	33	16496	32741	12	45	8503	3
2	33	16690	33132	12	45	8597	3
2	34	16884	33523	12	46	8691	3
2	34	17078	33914	12	46	8785	3
2	35	17272	34305	12	47	8879	3
2	35	17466	34696	12	47	8973	3
2	36	17660	35087	12	48	9067	3
2	36	17854	35478	12	48	9161	3
2	37	18048	35869	12	49	9255	3
2	37	18242	36260	12	49	9349	3
2	38	18436	36651	12	50	9443	3
2	38	18630	37042	12	50	9537	3
2	39	18824	37433	12	51	9631	3
2	39	19018	37824	12	51	9725	3
2	40	19212	38215	12	52	9819	3
2	40	19406	38606	12	52	9913	3
2	41	19600	38997	12	53	10007	3
2	41	19794	39388	12	53	10101	3
2	42	19988	39779	12	54	10195	3
2	42	20182	40170	12	54	10289	3
2	43	20376	40561	12	55	10383	3
2	43	20570	40952	12	55	10477	3
2	44	20764	41343	12	56	10571	3
2	44	20958	41734	12	56	10665	3
2	45	21152	42125	12	57	10759	3
2	45	21346	42516	12	57	10853	3
2	46	21540	42907	12	58	10947	3
2	46	21734	43298	12	58	11041	3
2	47	21928	43689	12	59	11135	3
2	47	22122	44080	12	59	11229	3
2	48	22316	44471	12	60	11323	3
2	48	22510	44862	12	60	11417	3
2	49	22704	45253	12	61	11511	3
2	49	22898	45644	12	61	11605	3
2	50	23092	46035	12	62	11699	3
2	50	23286	46426	12	62	11793	3
2	51	23480	46817	12	63	11887	3
2	51	23674	47208	12	63	11981	3
2	52	23868	47599	12	64	12075	3
2	52	24062	47990	12	64	12169	3
2	53	24256	48381	12	65	12263	3
2	53	24450	48772	12	65	12357	3
2	54	24644	49163	12	66	12451	3
2	54	24838	49554	12	66	12545	3
2	55	25032	49945	12	67	12639	3
2	55	25226	50336	12	67	12733	3
2	56	25420	50727	12	68	12827	3
2	56	25614	51118	12	68	12921	3
2	57	25808	51509	12	69	13015	3
2	57	26002	51900	12	69	13109	3
2	58	26196	52291	12	70	13203	3
2	58	26390	52682	12	70	13297	3
2	59	26584	53073	12	71	13391	3
2	59	26778	53464	12	71	13485	3
2	60	26972	53855	12	72	13579	3
2	60	27166	54246	12	72	13673	3
2	61	27360	54637	12	73	13767	3
2	61	27554	55028	12	73	13861	3
2	62	27748	55419	12	74	13955	3
2	62	27942	55810	12	74	14049	3
2	63	28136	56201	12	75	14143	3
2	63	28330	56592	12	75	14237	3
2	64	28524	56983	12	76	14331	3
2	64	28718	57374	12	76	14425	3
2	65	28912	57765	12	77	14519	3
2	65	29106	58156	12	77	14613	3
2	66	29300	58547	12	78	14707	3
2	66	29494	58938	12	78	14801	3
2	67	29688	59329	12	79	14895	3
2	67	29882	59720	12	79	14989	3
2	68	30076	60111	12	80	15083	3
2	68	30270	60502	12	80	15177	3
2	69	30464	60893	12	81	15271	3
2	69	30658	61284	12	81	15365	

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1744. The site of the new prison, on the south side of East Lane (now King Street). Plan prepared by Mr. C. Sloane, for felons and debtors. Completed 1764.

and there is a drawing facing p. 286 by William Shipley, of this building as it was at the time of its erection.

During this period Sloane was chosen by his fellow citizens to be Mayor of Gravesend (1746-7). Evidently his work at Maidstone gave him plenty of time for other activities, and he still carried out land surveys, as a map in the Kent County Archives (U 86 P 9) of the "Arable and Woodland in the parish of Hernehill," the property of Joseph Brook of Rochester, clearly shows. This map is somewhat damaged and does not show Sloane at his generally high standard of draughtsmanship.

In 1742 Sloane had been engaged on some minor work at Rochester Cathedral, chiefly in the quire, but in 1749 he had designed and was erecting a new steeple. For this, according to Thorpe's *Antiquities*, p. 183, he made a wooden model, which was then still preserved in St. William's Chapel. Unfortunately it cannot now be found, which is rather a pity, for in all likelihood (Sloane, it must be recalled, was a "carpenter") it may have been by his own hands. *Arch. Cant.*, XXIII, p. 284, shows an illustration of one of the great buttresses "built in pursuance of the advice of the late Mr. Sloane," but there must be an error here, for Sloane did not die till 1764. The remainder of his work at Rochester is detailed in *Arch. Cant.*, XXXIII, p. 302.

In 1753 Sloane was once more employed by the New Cross Trust, this time to survey and report on the condition of Crayford Bridge, and in 1759 he was preparing a book of plans of the Cobham Estates which were, in 1900, in the Cobham Hall Estate Office (*Arch. Cant.*, XXIV, p. 89). In the list of the Masters of the Gravesend Free School, a Charles Sloane appears from 1754 to 1757. This is doubtfully our Charles Sloane, who would then be in his late sixties. Judging from his will (see *post*) he does not appear ever to have been in such circumstances that would have warranted him accepting such a poorly remunerated post, and this kind of work does not seem to be his *métier*. More probably, this is Sloane's eldest son, who would at this time be in his thirties.

There is little that can be said about his private and domestic life that cannot be gathered from his will, but that document is silent concerning one matter. It seems to be certain that Sloane in his lifetime suffered from some kind of persecution, jealousy or even slander. The inscription on his tombstone, "Here no envy swells" (but for this see later), and one or two vague remarks in the will itself together with even vaguer traditions, all point in this direction, but up

to the present nothing tangible has emerged to elucidate what is indeed a peculiar phrase on a tombstone.

But Sloane was an ageing and maybe a sick man when he undertook his last work, the building of Gravesend Town Hall in 1764. This still remains, though a new frontage has been added to the original work. The rear portion is definitely Sloane's, and a straight joint on the south side wall clearly indicates the addition. Shortly after in the same year, he died.

The will of " Charles Sloane of the parish of Milton next Gravesend " is dated 4th August, 1760. He left to his wife and daughter jointly all his Shop(!) goods, Household effects, Linen, Plate, Ready Money and Book Debts, the Interest on £200 Consolidated 5 per cent Annuities and £100 Stock in 3 per cent Annuities, these two last items to remain till his wife's death or remarriage when they were to be sold and the proceeds divided among his surviving children. We have little information about Sloane's wife; the date of the marriage, her maiden and christian name have not come to light though it is likely that it was Mary, for the daughter is so called and the family grave gives " M."

Charles Sloane junior, the eldest son, took up his father's profession. His name is found on a map of Great Bardfield (D/DC 10/3) among the Essex archives—" Charles Sloane Junior of Wardour Street " which is dated 1761, which may give a date for his leaving the Free School to set up for himself. His father's will left him all his books on architecture and mathematics, and instruments, the rents and profits of a garden in West Street, Gravesend, " where once stood the house of William Appleby." Hans, the younger son, was to have his father's Chambers's Dictionary, Philosophical Transactions and a choice from the remainder of his library, also the rents and profits from a house in Prettywick Lane in Chalk. All his other property was vested in his two sons with the rents reserved to his wife so long as she was unmarried but in that event £20 per annum, which sum was to be continued after the mother's death or remarriage, to the daughter Mary. The will next gives directions for his funeral and monument to be erected. He was to be buried in a lead-lined coffin, carried by six strong men through the White Hart yard to St. George's churchyard, as privately as possible, and interred at the west end of the Church steeple, " for he knows the walls are good and will not suffer from the erection of any monument." " So much for Vanity," he goes on, and then gives instructions that all his private papers are to be kept for a year and then burnt " lest any bad use be made of them." He ends with a tribute to his wife for the care bestowed on him when he was ill, regrets that she would not assist him in making any dispositions of his property and trusts he has made a fair and just distribution and hopes there will be no differences among his children. He concludes with a sketch and details of the monument

he wishes to have erected, with the simple and brief wording it still bears (the monument is on the west wall of the church adjacent to the tower), but adds a characteristic comment: "Do not let the mason add any of his own nonsense to this; here is vanity enough." One matter is, however, solved. The monument itself and naturally all transcripts, give the strange inscription "Here no Envy Swells" which to me has always appeared nonsense, and the obvious amendment "Dwells" would have been accepted, but for these unimpeachable authorities. But the will makes it clear that Sloane did write "Dwells" and the stone did, after all, suffer from the "mason's nonsense." The riddle still remains—what was this envy, malice and all uncharitableness that Sloane imagined pursued him through life, what malice and jealousy did he suffer from his fellow townsmen? We may never know, but from all this Sloane emerges as one of the "little masters" of Georgian architecture. This, in spite of Mr. Seymour of Canterbury, who left it on record that the church of St. George was "not calculated to inspire that reverential Awe of the Deity, like our ancient Gothic Structure."

THE BRANDBRIDGES TURNPIKE. (Fig. 4)

Brandbridges is the name of a district in the parish of East Peckham about two miles north of Paddock Wood station, and today of quite insignificant importance. It was otherwise in the early part of the eighteenth century, for here the river Medway becomes navigable for barges capable of carrying heavy loads, and as the road comes quite close to the river, a wharf was established to deal with this traffic. In the early part of the century much of this was concerned with the iron industry of the Weald, and not a small part of it consisted of guns cast at the Heathfield furnace of John Fuller and destined for the Ordnance stores at the Tower of London or the proving grounds at Woolwich Warren. Such traffic played havoc with the ill-made highways and cast upon the parish surveyor a task of maintenance that he could not perform. Therefore it is not surprising that some of the local gentry and other interested parties took advantage of the fashion of the time, and applied for an Act of Parliament that would authorize the provision of a Turnpike Road, thereby relieving the adjacent parishes of some of their liabilities. This was done by the Act 7 Geo. III, c.91 (1766-67) entitled: An Act for repairing the Road from the Brick Kilns on East Malling Heath to the Turnpike Road on Pembury Green and from Brandbridges to the Four Wents near Matfield Green. Subsequent Acts, 29 Geo. III, c.100 (1788-89), 51 Geo. III, c. 206 (1810-11) and 10 Geo. IV, c.56 (1829-30), enlarged the scope of the original enactment, that of 1810 authorizing the construction of a new road between Hale Street in East Peckham and the Mereworth—

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Hadlow road at Mereworth Cross. The sketch map (Fig. 4) shows the course of these roads, and it is clear that a considerable area was



FIG. 4.

opened up and the wharf at Brandbridges was available to carry much more traffic.

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Of the history of this road in its early life there is not much to record, as the minute book for this period is missing. This is a great loss, as it might conceivably give much information concerning the working of the Trust. On the other hand, judging from the one minute book that has survived in the Kent County Archives at Maidstone, the entries are not very informative. This book records the latter half of the Trust's existence, from the passing of the last of the Acts given above (1829) to the extinction of the Trust in 1884. Probably during this half-century the character of the road use changed—and certainly the carriage of heavy ordnance ceased as the Wealden iron industry languished.

The financial side of any Trust is its most interesting aspect, for from the very beginning every Turnpike Trust started life with a load of debt, which was very reluctantly reduced. The Trust was content to pay the interest on the various loans and mortgages, but beyond this little was done to liquidate the burden of debt which, in most cases, remained unpaid till the Trust itself was wound up. The Brandbridges minute book does give the yearly balance, and these are put in graphical form in Fig. 5. The most remarkable thing here is the

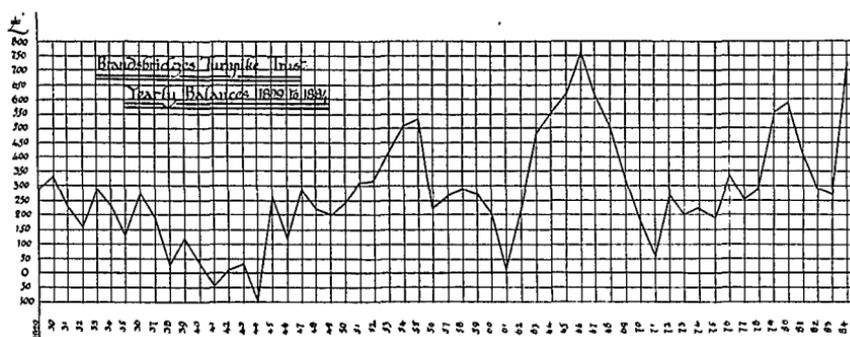


FIG. 5.

fluctuating nature of these balances, once or twice descending below the zero line and once or twice soaring into the £700 level, but always erratic and uneven. Here the minute book fails in giving any explanation of these changes, whether of increased or unusual expenditure, increased tolls or further loans, even as the entries of income and expenditure are likewise lacking. The only exception is in the matter of income derived from the auction of tolls. There were, considering the comparatively short length of the roads, an unusual number of gates and bars, at Wateringbury, Hale Street, Pembury, Woodgate, Tudeley, Beltring, Hatch Wood, Matfield and Nettlestead. The first auction recorded in the minute book is June, 1838, when the gates at

Beltring, Wateringbury, Hatch Wood, Matfield and Pembury were let to Mr. Joshua Hands of Paddington for £790. The following year three of these were let for £486 and in 1840 £222 is recorded, but this was for some only, as the lessee—a Mr. Smith of Canterbury—was offered Beltring and Matfield for £300 extra. In 1842 the whole series of gates was offered to Smith for £610 but he would only tender £600. The following year sees the arrival of the great farmer of Turnpike Tolls, Lewis Levy, who in conjunction with Smith offers the huge sum of £1,250, which probably explains the big jump in balances for 1844. Smith was alone in 1844 and would only offer £1,040. In 1845, £900, and 1846, £912, were offered, but from 1847 to 1871 the tolls were in hand, and collected by the Trust. This appears to be the most prosperous period, with generally good balances, but once more in 1871 the tolls were let for £888. For the remainder of the life of the Trust the gates realized: 1872, £760; 1873, £737; 1874, £750; 1875, £760; 1876, £775 p.a. for three years, and from 1879 till the expiration of the Trust in 1883, £775 p.a.

The administration of the business of the Trust was in the main left in the hands of the Clerk and the Surveyor, the Trustees rarely meeting more than once a year. The first meeting of the new body of Trustees on 3rd June, 1829, only produced nine members, including Viscount Torrington and Sir William Twysden, Bt. They were presented with a bill for the expenses of the Act £194 4s. 11d. and the Surveyor asked for £78 8s. 1d. for road upkeep. The Trustees demurred somewhat at this latter sum, and evidently reprimanded the Surveyor, William Lawrence. They paid it, however, but the Surveyor asked to be relieved of his office. Other minor matters were dealt with, but the great topic, always a serious matter, was the rivalry of the railway. In 1836 the South Eastern Railway was extending its lines and wished to pass over the roads controlled by the Trust at Wateringbury. This was strenuously opposed, but the powers of the new locomotion were too strong, and the Turnpikes were fighting a losing battle. In 1845 the Wateringbury Toll Gate was moved to the deviation made by the Railway Company on the north side of the turning to Bow Bridge, with bars across both the bridge and the entrance to the railway station itself, so that intending rail passengers had to pay road toll if they came on horseback or in their carriages. Further, a short cut across Alderman Lucas's ground was not to be used by the public, only by certain specified tenants.

“Statute Labour,” that thorn in the flesh of Trustees and parishioners alike, caused here, as elsewhere, continual trouble. The actual labour had been commuted into an apportioned assessment, but this was reluctantly paid, and in 1848, Brenchley, Yalding and Nettlestead parishes were told that no repairs would be done in their districts until

the arrears of compositions were paid. Similarly at Pembury, the road was in a very bad state and the parish was informed that they must supply and cart the stones if the Trust was to carry out the repairs. This was clearly illegal, as statute labour had been abolished in 1835; though it is possible, though no record is existing, that the farmers and other ratepayers had exercised the right, given in the Act, of still performing statute labour instead of paying the hated rate. Here, however, they did nothing, and the Home Office in 1868 felt compelled to complain and call a conference of "way wardens" of Pembury, Tudeley and Capel, who ultimately agreed to put the roads in repair for the sum of £100 p.a. paid by the Trustees, who saw in this an easy way out of their difficulties. As a Trust it must be admitted that the Brandbridges gentlemen fell much below the standard set by their fellows in other parts of the county, but even in 1850 this was still a remote district. It was the railway that opened up the countryside (Paddock Wood did not come into being till the railway came), but it was also the railway that brought about first animosity, then indifference, and finally extinction of the Turnpike Trusts. In 1874 these Trustees were demanding £1 (? per truck) for permission to shunt railway rolling stock across the road from factory to siding. The winding up of the Trust is not without interest. By 1883 only some fifty or sixty Trusts remained functioning in England, and this at Brandbridges was among them, when the order came that the Trust would terminate on 1st November, 1883. The Trustees lost no time. They immediately discharged their surveyor, the gates were thrown open, and with the toll houses offered for sale. Woods Gate was sold for £55, Hatch Gate for £75, Beltring for the same, Brook for £60, Pembury for £105 with £3 15s. extra for the lodge, Mascall's for £20, Wateringbury for £120, Nettlestead Bar for £1 5s. which was also the amount realized for stone in stock. The chief bone of contention was the South Eastern Railway, who simply sat tight and refused to assist in any way, would not purchase the gates or bars that had in the past limited access to their premises, and mildly had their revenge for slights received when the Trust was in power. So long did this wrangle continue that the Trustees were compelled to ask for an extension of time to complete the winding up of their affairs. At last, on 29th May, 1884, the final meeting of the Trust was held. The total in hand after all small accounts had been paid was £728 13s. 6d., but against this was a claim for £1,120 1s. 10d., balance of a loan by a deceased Treasurer, Mr. Boorman, and now claimed by his Executor, always referred to as "Parson Wild." The Trustees wished to make some small recompense for loss of office to their late surveyor, who had served them well for over twenty years, and proposed the enormous sum of £10, but to do this they had to obtain the sanction of the mortgagee. Parson Wild

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stoutly refused to give any such concession, claimed and got the whole of the balance of the funds as satisfaction for his mortgage, and departed. So did those Trustees that were present at the Star Hotel in Maidstone, and the story of this Trust is told. It was not a very good example of such a body, though it had no definite vices. It was well served by its officers, the Treasurer, the Clerk and the Surveyor, even though one of the Surveyors was summarily dismissed in 1862 as "guilty of peculation." Nothing is recorded of this offence, but it was the year when the balance in hand was nearly zero, £2 7s. 1 $\frac{3}{4}$ d. to be exact. This may probably account for the sharp decline in assets for 1861.