

February 24th 1840

EPSOM ROAD – A Loan of £1,000 Wanted

The Trustees of the Epsom Turnpike Road with to BORROW, on the security of the tolls, granted by an act passed 2 Vic., cap.4, entitled “An Act for Repairing the Road from Epsom to Tooting, and other roads communicating therewith, all in the county of Surrey,” the SUM of £1,000. Any persons willing to advance the above sum, or part thereof, are requested to send sealed tenders, stating the amount proposed to be advanced, and the lowest rate of interest required for the same, to Messrs. Everest and Bell, solicitors, Epsom, on or before the 8th day of March next.

Epsom, 20th February, 1840

WILLIAM EVEREST, Clerk to the said Trustees

May 14th 1840

MARRIED

At Bombay, on the 11th of March, Captain John Davies, of the Bombay Army, fourth son of the late Solomon Davies, of the Elms, Epsom, Esq., to Sarah Ann Elizabeth, second daughter of John Harrison, Esq., R.N., late of Upmarden.

May 20th 1840

We have reason to believe that Prince Albert intends to see the Derby run for, and that Epsom will be the first race-course in England the Prince will honour with his presence.

June 1st 1840

PRESENCE OF THE QUEEN AND PRINCE ALBERT AT
EPSOM RACES

(From the Observer)

The approaching “Derby day” (Wednesday next) at Epsom promises to be the most brilliant that has ever distinguished the annals of this far-famed course, for, independent of the ordinary attractions, which are in themselves sufficiently seductive, we have to announce the gracious intention of Her Majesty and Prince Albert to be present. This gratifying fact has been officially announced to the Baron de Tessier and to Mr. Chadwick, the architect and principal proprietor of the Grand Stand, by the Earl of Albemarle. It is needless to say that such an event has “filled all hearts with gladness,” and, as it is the first occasion on which the reigning Sovereign of Great Britain has [bestowed] such an honour upon the meeting, no pains have been spared to testify the grateful sense of those whose duty it will be to afford to Her Majesty, her illustrious consort, and suite, the requisite accommodation.

June 4th 1840

EPSOM RACES

To describe all the events of yesterday on the road from London to Epsom, and the adventures of all the numerous parties and individuals on the course, would require more time and more space than the columns of a daily journal can afford; but as there is a great similarity in the manifold incidents, it is the less necessary. The various starting-posts, as they may be called, were as usual crowded in the morning with vehicles of all kinds. At the Elephant and Castle the road was for some time totally blocked up with

coaches, gocarriages, caravans, and omnibuses. The terminus at the railway at Vauxhall was filled with an immense mob waiting for the trains, whilst from Hyde-park-corner, and across Vauxhall-bridge, equipages of a more Corinthian character were hurrying to the scene of action. All the cross-country roads leading to the racecourse were pouring their contributions of visitors to increase the general streams which waited at the town of Epsom and in the road leading on to the course just below Tattenham-corner. There were several accidents on the course, but we believe no fatal ones. At Ewell two gentlemen were run away with in a phaeton and upset. They were conveyed, very much cut and hurt, into a house, and placed under medical advice, but were sufficiently recovered in the evening to return back to London in a post-chaise. The throng on the course by far exceeded anything that ever appeared there before. The line of carriages extended from the stewards' stand far beyond Tattenham-corner, and formed a semicircle, embracing nearly one-half of the course. The throng on the opposite side of the course was equally dense. The hill was completely covered with carriages, and the rows of booths appeared interminable. There were not, perhaps, as many horsemen as on some former occasions, but the enormous mob on foot which covered the courses opposite the grand stand was countless. The fineness of the weather, and more especially the visit of the Queen, produced this great increase of company. Her Majesty, accompanied by his Royal Highness Prince Albert and her usual suite of attendants, arrived on the course at 2 o'clock, in three carriages, with outriders, &c. The royal *cortege* came from Claremont, through the park of Baron Tessier, and passed down the course to the grand stand. They were cheered by the people as they passed along with demonstrations of loyalty; but there certainly was not that general enthusiasm which we have sometimes seen on similar visits of Royal personages to similar scenes. Her Majesty on her arrival at the grand stand was received by Sir Gilbert Heathcote and Baron Tessier, as stewards of the races. She immediately took her...

July 6th 1840

SURREY QUARTER SESSIONS, Guildford, July 5
(*Before the Rev. G.W. ONSLOW, Chairman, T.R. WOOD, Esq.,
and other Justices*)

Richard Johnson, aged 21, was indicted for stealing on the 3d of June, upon Epsom race-course, a gold pin, a purse, and six sovereigns, the property of Sir Robert Gill, knight.

The prisoner is a well-known member of the swell mob, and the case, from the extraordinary reports that were in circulation, excited some interest.

When the prisoner was arraigned, Sir R. Gill was called upon to appear, and give his evidence, but he did not answer.

Mr. Chambers, who, with Mr. Jemmett, was instructed to defend the prisoner, said it would be useless to go into the case if Sir Robert did not appear, as, without his evidence, it was impossible that the prisoner could be convicted.

Sir Robert was then called upon his recognizances, but no answer was given, and the other witnesses were examined.

Robert Munday stated that on the Derby day he was at Epsom, and was walking near the Steward's stand, when he saw the prisoner, without a hat, rush from among the crowd, and a cry was raised of "Stop thief; stop the man without a hat." Witness seized

the prisoner, who struggled violently to get away, and at the same moment he observed him throw something away from him with his right hand, which was afterwards picked up [by] a policeman, and it turned out to be a diamond pin and a purse. In a few minutes a gentleman, who said his name was Sir Robert Gill, came up and claimed the property, and the prisoner was taken into his custody.

Mr. Jemmett – How do you know it was Sir Robert Gill?

Witness – Only from his own statement.

Mr. Jemmett – That will not do. It is really of no use going on with the case. There is no proof whatever that the property belongs to Sir Robert Gill.

The CHAIRMAN said that before the Court directed an acquittal, it would hear all the other witnesses.

William Sherlock, a policeman of the A division, deposed that he received charge of the prisoner, and picked up the pin which he now produced, and which was claimed by Sir Robert Gill.

Mr. CHAMBERS – You don't mean to swear that the pin belongs to Sir Robert Gil, do you?

Constable – I have no doubt that it was Sir Robert Gill who claimed it, but I can't swear to it.

Another constable was called, but he could not prove any additional fact.

Mr. Jemmett then addressed the court, and contended that the prisoner must be acquitted from the want of proof.

The witness Munday here got into the box, and was about to address the Court, when the counsel told him he had given his evidence, and ordered him to stand down until the verdict was delivered.

The COURT then consulted together for a short time, when the CHAIRMAN said that the evidence was defective, and the prisoner must be acquitted.

The Jury immediately returned a verdict of *Not Guilty*.

The CHAIRMAN then directed Munday to stand up, and asked him what he wished to say to the Court?

He replied that he was confident that the prosecutor had been tampered with, and that that was the reason why he was not in attendance.

Mr. Chambers – Don't say that Mr. Munday. You are slandering Sir Robert Gill in his absence. Very likely it was not the real Sir Robert Gill who gave the charge, but only some person who assumed his name.

The prisoner was then ordered to be discharged, and the recognizances of the prosecutor were estreated.

In a short time Sir Robert Gill entered the Court, and addressed the bench.

CHAIRMAN – What is your application, Sir?

Sir Robert Gill – I am the prosecutor in the case of Johnson, and being unfortunately absent when the case was called on, I understand that my recognizances are estreated. I hope the Court will remove the estreat.

Mr. Ward – Why were you not here, Sir, to give evidence?

Sir R. Gill – I was informed by my solicitor that the case could not come on before 2 o'clock, and having particular business, I was obliged to go to town. It is now only 3 o'clock.

CHAIRMAN – If you solicitor did give you such information, he must have known that it was not correct, for the case was likely to be called on every minute. We shall make no order about the recognizances. They must be estreated.

Sir Robert made no further observation, but immediately left the court.

August 1st 1840

WEST SURREY ELECTION

The election for a representative in Parliament for the western division of the county of Surrey took place yesterday at Guildford.

The vacancy had been created by the Hon. Captain Perceval being called to the Upper House in consequence of the death of Lord Arden.

At an early hour a considerable number of the freeholders proceeded to meet and to escort the only candidate, Mr. John Trotter, of Horton-place, near Epsom, into Guildford, and at 11 o'clock the High Sheriff for the county, the Hon P.J.L. Kinz, took his seat in the Court-house, whereupon the business of the day was commenced.

The customary preliminaries having been gone through,

The HIGH-SHERIFF briefly told the assembled freeholders that they were met for the purpose of exercising one of the dearest privileges to Englishmen – that of electing a fit and proper person to represent them in Parliament (hear, hear), in consequence of the vacancy which had been caused by the elevation of one of their late members, the Hon. J.G. Perceval, to the upper house.

Mr. C. BARCLAY then came forward and said, he appeared before his brother freeholders with the object of proposing his hon. and esteemed friend, Mr. John Trotter, as a fit and proper person to represent that division of the county in Parliament. (Loud cheers.) Often as he had had the opportunity of addressing the electors of the county during the last 20 years, either on behalf of some other individual or on behalf of himself (hear, hear), he had never felt the task so easy as on the present occasion, and for this simple reason, that he was aware, under the peculiar circumstances of the day, having been informed that there would not be any opposing candidate, he should not be called upon to enter into any observations which would have particular reference to the political position of the country. (Hear, hear.) Such being the case, then, it would not be necessary that he should occupy much of the time of those present. He derived much joy from the conviction that the gentleman whom he proposed to the meeting was well known to all. (Cheers.) They had merely to look to the experience of a long and honourable life which that individual had led amongst them, as well as to the manner in which he had executed the duties of an office of high responsibility which he had held under the Government of his country, to satisfy the freeholders of his fitness to appear before them as a candidate on that occasion. (Hear, hear.) For the way in which his hon. friend had performed the duties of the appointment to which he had referred he had had the great gratification of receiving the thanks of the Government. (Loud cheers.) They also knew his hon. friend as a public as well as a private individual, and they were consequently fully aware of his being united with them in their views of public [?] and public measure, and, having that knowledge, it was impossible but that they should feel the utmost confidence in him. (Much cheering.) He experienced the less difficulty, too, in proposing his hon. friend from the fact of his being brought forward as an agricultural man (renewed cheering), because in his opinion the prosperity of the country mainly

depended on its successful culture and preservation. (Hear, hear.) On the subject of the corn laws his Hon. friend would doubtless state his opinion. (Hear, hear.) In conclusion, he would formally propose Mr. John Trotter as a candidate to represent them in Parliament. (Loud cheers.)

Mr. J.B. HANKEY experienced the highest satisfaction in having been selected to second the nomination of a gentleman with whom he had been on intimate terms for twice 20 years. (Hear, hear.) In doing so he felt that he was affording gratification, if not to every gentleman in the county, at least he believed he might say to more than three-fifths of its inhabitants. (Loud cheers.) Their cause was like a snowball, gathering additions and strength at every turn. (Renewed cheers.)

There not being any other candidate,

The HIGH-SHERIFF declared Mr. J. Trotter to have been duly elected, amidst loud and long-continued cheering.

Mr. TROTTER then presented himself, and was enthusiastically received. He said he stood at that moment in a very proud position; he stood before the freeholders as the one on whom their choice had fallen, after having come forward at the kind solicitation of his friends, rather than by his own desire, and because, having been so called on, he had felt it to be a debt he owed, and was bound to discharge, to his country. (Hear, hear.) He had received a requisition such as he believed had never before been offered to any individual, accompanied by proffers of assistance and support which if a contest had arisen would have been fully carried out. (Cheers.) It was not a pleasant thing at all times for a man to speak of himself, but he should not do himself or others common justice did he not seize that opportunity of informing the meeting, that he had received as intimation, that in the event of a contest having taken place upon the present occasion, there were very many freeholders who, although differing in political opinions, nevertheless would not have afforded any opposition to him. (Loud cheers.) He had come forward without either having given a pledge, or having been asked to do so. (Hear, hear.) It, therefore, became his duty now to declare what his political sentiments were, and he trusted they would be found to be satisfactory to his constituents. In the first instance, then, he had come forward as a man of devoted loyalty to the Sovereign, a feeling in the strength of which he would give place to no man. (Cheers.) In the next instance, he had a firm determination to uphold the constitution in church and state. (Renewed cheers.) The church was at the present moment most nobly correcting or improving herself by making such alterations as were calculated to tend to her own honour, and increase of true religion, and the morality of this happy country. (Increased cheering.) The church was progressing most wonderfully, and he was quite certain that such proceedings would go very far more to make them a happy and a contented people than anything else. (Great cheering.) He had heard of what was denominated the voluntary system, but he had never heard of any place or of any instance wherein that system had worked. (Hear, hear.) He considered a union of church and state as a matter of imperative necessity, for in his view of things such a union was demanded for the good government of the country. (Hear, hear.) Without it a scene of anarchy must reign. (Hear, hear.) He was next called upon in the requisition to uphold the rights and privileges of the people. (Hear, hear.) In reply to that he would simply say, that he had lived a long life amongst what was described as the people, and he was proud to state that they had as yet never found fault with him, and he trusted never to see the day when such

a result should arise. He was an ardent lover of the constitution and the people. The people he called the Lords, the Commons, and the Crown, the two former being supported by the latter. (Cheers.) The aristocracy was in his opinion a necessary part of the constitution, whilst the people were also as necessary a part of it. (Much cheering.) If the aristocracy did their duty to the people, he had no hesitation in saying that the people would do their duty to the aristocracy. (Increased cheering.) It was by the union of all ranks that they should hold together, and so holding could brave every enemy in the world. (Loud applause.) It had been his lot to see much of foreign life, and had had the best means of observing the great advantages which England possessed over the rest of Europe. (Hear, hear.) It was at the same time perfectly true that they had created a large debt in gaining these advantages; but let him tell the meeting that they had incurred that debt in the preservation of their homes, their wives, and their families. (Great cheering.) Let him ask, then, if there was a single Englishman who, under such circumstances, regretted what had been done for the protection of these blessings which were the most dear to every man's heart? (Renewed cheers.) With respect to the corn laws, deeply connected and engaged as he was with agriculture, it could not be imagined for a moment that he should ever adopt a course of proceeding which was likely to tend to his own injury. (Hear, hear.) It could not be supposed that he was willing to commit an injury on himself. The graduated scale of duty, then, he conceived to be the best. (Hear, hear.) It would be impossible to impose and maintain a fixed duty. (Hear, hear.) It could not be believed that he approved of the policy of the present Government; but for the reason assigned by his hon. friend (Mr. Barclay) – namely, the absence of those who entertained a different view of the question – he would abstain from any immediate reference to it. (Hear, hear.) He must, however, say, how deeply he regretted that the country just now stood in a position of the most dangerous character with regard to her foreign politics. (Loud cries of “Hear, hear.”) He alluded to what had within the last few days transpired with respect to France. (Hear, hear.) He held that position to be one of the utmost danger, but, appalling and threatening as was the present aspect, he sincerely hoped that his apprehensions might speedily be dispelled. (Cheering.) In reference to Spain, it had come to pass that the individual by whom the affairs of that distracted country were to have been settled had turned out an arch traitor, and he fully believed that her Queen was held in “durance” under his hand. (Hear, hear.) But the real truth was that their foreign politics were in what he should term an extremely shaky state. (Hear, hear.) With respect to home matters, he was inclined to think that they should weather every thing, because he placed the fullest trust in the firmness and prudence of the British people. (Loud cheering.) Let the people run wild for a time, he was satisfied that the return of their natural good sense would at once tend to the restoration of good order. He greatly lamented that attempts were being made to sever Ireland from this country, attempts which in his opinion approached most closely to treason. (Cheers.) It was clear, if those proceedings were continued, that blood must be shed, and he was quite at a loss to discover why the firm hand of the law had not ‘ere this been put into execution, with a view to their total suppression. (Loud cheering.) He was delighted to be able to add, that the idle fantacies (sic) of Chartism had passed away, and that better days had dawned on this country. (Hear, hear.) After a few more remarks the hon. member expressed himself ready to answer any questions which it might be wished to put to him, and went on to say that if at any time his public conduct

should meet with the disapprobation of his constituents, whilst he should deeply regret the cause, he should himself, at their bidding, resign the trust they had that day reposed in his keeping.

The hon. and newly-appointed member resumed his seat amidst long-continued cheering.

Mr. BARCLAY proposed, and Mr. TROTTER, M.P., seconded, a vote of thanks to the High Sheriff for his conduct in the chair.

The HIGH SHERIFF, in acknowledging the resolution just passed, expressed a feeling of regret that the office he had the honour to hold had prevented his appearing before the freeholders on that occasion in a different character.

August 5th 1840

CROWN-OFFICE, Aug. 5

MEMBERS returned to serve in this present PARLIAMENT

County of Surrey

Western Division – John Trotter, of Horton-place, Epsom, in the said county, Esq., in the room of the Hon. George John Perceval, now Lord Arden.

May 27th 1841

The excitement at that moment amongst this host of people was immense; even those who could have little to do with the success of the respective horses, and who could not have betted a shilling on the event, appeared animated with the same spirit with which those who had betted heavily were very naturally urged. It will be seen below that the first favourite, “Coronation,” was the winner; to us he appeared to win easily, indeed to run away from all his competitors, and leave them completely behind. A good deal of money is understood to have changed hands on this occasion, and certain persons are sorely disappointed. The Yorkshire people have been losers; they had a great affection for “Scott’s lot,” and laid out their money freely on his success. The great nuisance of this racecourse is the swarms of wretched low gamblers, thimblerriggers, and others, who are suffered to infest it, and who, both by their violence, their open and almost avowed villainy, and their infamous language, insult those who will not become their dupes, and fleece those who are foolish enough to venture to play with them. It is high time the police or the magistrates put a stop this evil. It is not allowed at Doncaster, and there can be no reason why it should be tolerated at Epsom. The small betters, or “little men,” as they are called, have been the principal losers on the event of this “Derby.” This is not to be much regretted, because this class of persons are for the most part the offsets of a still lower class of vagabonds, who have graduated from roulette tables to blacklegs, or become turfites. The town of Epsom was crowded with persons on Tuesday night; indeed, so full were all the inns and houses, that it was impossible to procure beds, or such accommodation as is at other times to be obtained. We did not hear that any of those shameful acts of plunder were practised during the night in the town which a year or two back were much too frequent during the race week. The police were on the alert, and fewer robberies took place. A vast number of vagabonds were, however, yesterday lodged in the cage or station-house for various offences, and many scenes – some of them of a humorous character – arose from the quantity of wine absorbed on the racecourse. One gentleman during the evening fell into the pond which stands in the middle of the

town, and was with some difficulty extricated from his somewhat perilous situation with the loss of his hat and the gain of a good ducking. The company began to leave the course about half-past 6 o'clock. The road to London then became for miles a throng of carriages of all descriptions. The usual nuisance of stoppages took place at Morden (or Cheam) gate, where the immense train was stopped for nearly two hours by the pertinacity of the turnpike men insisting on seeing and examining the tickets given in the morning, though it must be very clear that those who were returning to London were the same persons who left it in the morning on their way to the course. This nuisance of stopping the carriages at the gates on their return is a futile source of accidents, and is at once vexatious and dangerous.

The men to whom the business of collecting the toll is confided seem to imagine it a part of their duty to put the public to as much inconvenience as possible, and to be utterly reckless of the accidents which their sudden and rough handling of the horses frequently occasions. Abuse, and of the grossest kind, is, of course, lavishly poured forth, but to this the frequenters of Epsom have been so long accustomed from these functionaries, that it excites no surprise and but little indignation. One evil, however, is of so much more serious a character that it cannot be lightly passed over. We allude to the shutting of the toll-gate whenever an altercation ensues, and the consequent stoppage of a line of carriages, as in the case of yesterday, several miles in length. The expedient is certainly an easy one, and, whether the demand be just or otherwise, it will probably enforce compliance; but it is surely too bad that several thousands of respectable people who have done, or are ready to do, all that is required of them, should be detained, as they were yesterday, for upwards of an hour, in consequence of a succession of squabbles, in most cases caused by the misconduct of the tollkeepers. We have always been anxious to do full justice to the metropolitan police, and upon the course their conduct was worthy of all commendation, but at the scene of this tedious obstruction the officers of the V division, who were present, did as little as possible either to mitigate the inconvenience by preventing the unnecessary detention of the carriages, or by restraining the abusive language or the violent conduct of the tollkeepers. It is but just to say, that in other respects the conduct of the force was highly creditable.

January 30th 1841

LAW REPORT
COURT OF CHANCERY, Friday, Jan. 29.
M'Niel v. Garratt

Mr. COOKE applied to discharge an order of the Vice-Chancellor, whereby the defendant had been committed to the Fleet for breach of an injunction. The object was to restrain waste upon Kingswood Warren Farm, near Ewell, the property of Mr. Alcock, of which Mr. Garratt was formerly tenant, and which is now leased to Mr. M'Niel. The order for the injunction was made on the 11th of August, and the breach took place on the 12th; the notice of an application for commitment was served late at night on the 13th, and on the 14th, in the absence of the defendant, the order for commitment issued. The learned counsel complained of the shortness of the notice, which prevented Mr. Garratt from coming from Epsom, and making his peace with the Court. But the principal ground was, that the writ of injunction was not in existence at the date of the order for commitment, not having passed the great seal until the 26th of August. There was an

authority in point, 1 Jac. And Wal., 376 before Lord Eldon, and the order of the Vice-Chancellor ought therefore to be discharged with costs.

Mr. STUART and Mr. WILLCOCK, in support of the order, were stopped by the Court.

The LORD CHANCELLOR said, it was impossible to suppose Lord Eldon intended to lay down a rule, the effect of which might be, that an injunction might be violated in the face of the Court, which would be prevented from dealing with it for the whole interval until the writ was drawn up. Property must be protected, and the general rule was, that when an injunction was brought home to a defendant by notice, the Court would not leave him at liberty to break it with impunity for eight days, and if there was no other authority than that cited, it would not help him. Upon the merits the case was clear, and the present application must be refused with costs.

The LORD CHANCELLOR then proceeded to hear original causes, and disposed of several of no important and general interest.

March 24th 1841

THE APPROACHING CENSUS – Active preparations are now being made for taking the decennial census, and instructions to this effect have already been sent to the registrars in the different parishes of the United Kingdom. Each parish will be divided into different districts, extending from 50 to 80 houses, and the inquiries will be made by intelligent persons residing in the neighbourhood, to be appointed by the local registrars. Each of the agents so appointed will have to deliver the notices at the houses, and on the 1st of July have to fill up all the details respecting the age, sex, employment, &c., of the different occupants. On Monday, a circular was issued from the Home-office to the different district registrars, assigning as a rate of remuneration the sum of 10s. for every 50 houses, with one additional shilling for every ten houses above this number. The inspectors will be appointed from intelligent tradesmen and others in the different districts, by which means authentic details will be ensured. Inspectors have already been appointed for the purpose in most of the parishes in the eastern districts of the metropolis.

June 1st 1841

Mathew Richards examined – I have been employed on Epsom Downs during the races as waiter of Mr. Pike's refreshment booth. On Thursday evening last, about 7 o'clock I was sitting in the booth talking to the complainant. I saw the man called Thomas, with several others, attack with a stick three navigators who were passing along; he appeared to attack them without any provocation; he then came with the prisoner John Maguire, and another person, up to the complainant, and said to him "You big-headed b---, I'll serve you the same." Complainant said "What have I done? I know you, and if you do, I shall mark you." They then went away for a bit; in about ten minutes they returned, and Thomas, with about 50 persons following him, went up to Collier, and said, "You b----- nose shall have it," and struck him with a short stick, which he drew from behind him, on the head, and knocked him down. He afterwards hit him with his fist, and then a great number set upon him all at once, and knocked him about with sticks and fists very brutally, and kicked him several times. Among those who took a part in the affray were the prisoners. I never saw such a brutal and outrageous assault before. Some of the gang called out "The b----'s

eye is out," others said "His brains shall be out too, we'll finish him before we have done." Some of them called to a tall man who was among the crowd, and said "You go in and finish him," upon which he threw down a basket he had on his arm, (and in which he had been carrying nuts about for sale,) pulled off his smock frock, stripped up his sleeves, and took out from a side pocket a straight knife, and tried to come up to the spot where the complainant was, but was kept back by some of those about him. Soon after the police came in and Collier was taken to the surgeon. He was completely covered with blood, which was issuing from the wounds on his head, his eyes, and nose.

The prisoner Maguire, in reply to the charge, said – I came off the course between 4 and 5 in the afternoon, and went to Mr. Bugg's at the White Hart Inn, Epsom; between 8 and 9 o'clock a man came to me and told me that Collier had been almost murdered.

John Bugg, of the White Hart, Epsom, stated, that he was on the Downs on Thursday all the day, and remained there all night. He never saw Maguire before he had him in custody.

Taylor, in defence, said – I left the Downs on Thursday evening, about half-past 5 o'clock, in a gocart. We stopped half an hour at the Adelaide, on the road to Kingston. I then went with two men to the Anchor, in Thames-street, Kingston, to ask for lodgings, and stayed there till 9 o'clock.

Jones said, that he was in Mr. Pryor's booth, on Epsom Downs, while the affray took place, and that he knew nothing about it.

Archer said that he was outside Pike's booth when the row was. He did not know what row it was until it was all over.

Collins said, that he fetched the person who kept the mob off from the complainant, and prevented him from being murdered.

Mr. Jones, a surgeon of Epsom, stated that on Thursday evening last the complainant was brought to his surgery. He examined him, and found the principal injury to be a contused wound on the fore part of the head about three inches and a quarter in length; his shirt and waistcoat were saturated with blood. There was also a considerable swelling of the nose and lip, and on the right side of the face. I found one of the bones of the nose to be broken. There were two very extensive bruises on the shoulder and blade bone. The impression on my mind from the appearance of the wound on the head is, that it was produced by an elastic instrument like what is called a "life preserver."

Mr. Gage said, that when the prisoners were brought before him at Epsom, one of them asserted that he could prove an *alibi*; and he accordingly called forward a person for that purpose, but the attempt did not succeed. The magistrate then referring to the escape of two men (Maguire and Collins), charged with being concerned in the above outrage, and who were committed by him for re-examination to the county gaol, inquired how they had contrived to get away out of the custody of the policemen engaged in bringing them from Epsom to the prison.

Sergeant 26 V stated, that he and policeman 258 of the same division had the charge of the prisoners, five in number, and that, being unable to obtain a conveyance from Epsom to town, they handcuffed the prisoners together, and walked with them to Kingston, with the intention of coming thence in the train; that on their arrival, late in the evening, at the terminus, while waiting for the arrival of the up-train, the prisoner Archer slipped his handcuffs and ran away. He (the sergeant) immediately pursued him, and

while he was gone Maguire and Collins also succeeded in effecting their escape. Witness added, that he succeeded in retaking Archer.

In reply to Mr. Gage the sergeant said the policeman, 258, was not in attendance, being engaged in endeavouring to apprehend the two men who escaped.

Mr. TRAILL said, that there ought, at least to have been three policemen employed in taking charge of five men from Epsom to London and that the circumstance of the escape of the prisoners must be reported to the Police Commissioners.

The magistrates then consulted together for a short time, and, in compliance with the request of the three prisoners' legal adviser, consented that they should be further remanded until next Thursday.

The prisoners were well-known about town as belonging to the swell mob, and it appears that Collier has excited their ill-feelings, which led to the above brutal attack upon him.

June 3rd 1841

THE LATE MURDEROUS ASSAULT UPON a POLICEMAN at EPSOM. – On Monday, George Gardom, the son of a highly respectable upholsterer at Epsom, George Edes, tile-maker, James Phipps, and John Ratcliff, recruits in the 89th Regiment of Foot, and Charles Fincher, labourer, were finally examined before Baron Tessier and Mr. Gross, at the offices of Mr. Everest, the clerk to the magistrates at Epsom, upon a charge of riot, and wounding, with intent to murder, Joseph Russell, 267, in the V division of police. It will be recollected that there appeared about a month since an account of a very serious disturbance which took place in Epsom in consequence of a labouring man, named Fincher, one of the prisoners charged, refusing to leave the King's Head tap-door after the hour of 12 on the Saturday night, when desired to do so by the constable, who is the complainant in this case. Fincher made a great resistance, and the defendant Gardom at first aided and abetted him in so doing and then, collecting a mob of half-drunken labourers, made a most brutal attack upon the policeman, who has not been declared free from danger until Monday last. In the interim the prisoners were remanded several times, and no bail was allowed, though it could have been procured to any amount for Gardom. On Monday the magistrates, after receiving a rather favourable report of the policeman's state of health, committed the whole of the prisoners for trial at the ensuing assizes at Guildford. Gardom was admitted to bail, himself in 200*l.*, and two sureties in 100*l.* each. The others were unable to find bail, and remanded back to prison.

June 10th 1841

PARLIAMENTARY INTELLIGENCE.

HOUSE OF COMMONS, Wednesday, June 9.

The Speaker took the chair at five minutes to 4 o'clock.

Petitions for the repeal of the corn laws were presented from districts in the metropolis by Mr. AGLIONBY; from Glasgow and other places (12 petitions) by Mr. VILLIERS; from a parish in Middlesex by Mr. CLAY; from places in Scotland by Mr. F. MAULE (who also presented several petitions from Scotland against lay patronage); from places in Scotland, by Lord J. STUART; from Bangor, by Mr. JERVIS; from Epsom, by Mr. DENISON. Petitions against any alteration of the corn laws were

presented from a place in the North Riding of York, by Mr. W. DUNCOME; from Places in Derbyshire, by Mr. CHUTE; from a place in Suffolk, by Sir. C.B. VERE; from places in Monmouth (six petitions), by Mr. MORGAN; from places in Northumberland, by Mr. LIDDELL; from a parish in Hertford, by Mr. R. ALSTON.

July 10th 1841

COURT OF COMMON PLEAS, Guildhall.

(*Sittings at Nisi Prius, before Lord Chief-Justice TINDAL and a special Jury.*)

M'LOUGHLIN v. PRYOR

This was an action brought by the plaintiff for a trespass, under the following circumstances:-

Mr. Serjeant Talfourd, with whom was Mr. Hoggins, conducted the plaintiff's case.

Mr. F. Kelly, Mr. Serjeant Channell, and another learned gentleman, were for the defendant.

It appeared that the plaintiff, who is the publisher of the *Morning Advertiser*, in June, 1840, went in a gig, accompanied with a friend, on the Derby day, to Epsom races, and on their approach to Sutton-turnpike, they happened to get out of the continuous line of carriages, and while endeavouring to regain their position, the defendant's barouche, drawn by four horses, attempted to get into the line, and in doing so upset the gig. The plaintiff was thrown out, and his friend falling on him, he suffered such a severe injury that he lost the use of one of his legs, and was put to an expense of 90*l.* for medical attendance.

For the defendant it was contended that it was to the awkwardness of the plaintiff's friend who drove the gig that the accident was attributable, and instead of the defendant's barouche running against the plaintiff's gig, it was the gig ran against the barouche. There was a great number of witnesses examined on both sides, and there was much discrepancy in the evidence.

The LORD CHIEF JUSTICE having read over the evidence to the jury, left it to them to reconcile the variance.

The Jury, having consulted for about two hours, found a verdict for the plaintiff – Damages 600*l.*

August 13th 1841

SUMMER ASSIZES

Home Circuit

CROYDON, Thursday, Aug. 12

CROWN COURT – (*Before Mr. Serjeant TADDY*)

John Watkins, 25, and Henry Seton, 22, were capitally indicted for assaulting and wounding George Collier, with intent to murder him.

In other counts the intent was laid to be to do the prosecutor some grievous bodily harm.

Mr. CLARKSON conducted the prosecution, and stated the facts of the case to the jury, and it will perhaps be better to lay a narrative of the circumstances before our readers than to enter into a detail of the evidence given by the respective witnesses. It

appeared from the evidence that the prosecutor Collier was formerly a constable in the metropolitan police, but he was dismissed about a year ago. While employed in the police he had given great offence to the prisoners, who were notorious members of the swell mob and some of their companions, and on the 28th of May, the prosecutor being in a booth at Epsom races, the prisoner Watkins accused him of being a “___ pipe” (a cant expression among thieves, meaning that he was looking out for robberies). The prosecutor told him he was no such thing, and anticipating some violence from the conduct of the prisoner, and a number of persons who were with him, he told them to remember that he knew them, and that if they ill used him, he should certainly mark them. Immediately upon his saying this, Watkins struck him with his left hand on the mouth, and with his right struck him with a life-preserver a violent blow on the head, which knocked him to the ground, and he was then kicked and beaten by both the prisoners and several other men, and when he was ultimately rescued by the police, it was found that he had received most severe injury, and Mr. Jones, the surgeon who examined him, was at first fearful that it would prove fatal; but the prosecutor ultimately recovered. The prisoners absconded immediately after the outrage, but true bills having been found against them, warrants were placed in the hands of the police for their apprehension, and Tidmarsh, a constable of the L division, met Watkins in Kent-street, and attempted to take him into custody, but he made a most desperate resistance, and it required the aid of several policemen to secure him, and he then said he supposed he should be “lagged” (transported) for that ___ Collier’s job. The prisoner Seton was afterwards apprehended, and both were identified by several witnesses as having been concerned in the assault upon the prosecutor.

Matthew Richards, a waiter in the booth in which the occurrence took place, corroborated the evidence of Collier as to the brutality of the prisoner and his companions towards him. He also said, that while Collier was upon the ground he was kicked about “like a football”, and one of the assailants said his (Collier’s) eye was out, and another answered, “Yes, and his ___ brains shall be out, before we have done with him;” and shortly afterwards a cry was raised to finish him, and a tall man in a smockfrock slipped off the frock, and drew a table knife from his sleeve and made a rush at the prosecutor as he lay upon the ground as though he would have ripped his bowels open, but he was fortunately prevented from carrying the attempt into execution.

Mr. BODKIN addressed the jury on behalf of the prisoners, and said that he could not attempt to shield them from a conviction for an assault of a most brutal and aggravated description, but he submitted that there was no proof that the prisoners intended to murder the prosecutor, and that the evidence only substantiated the charge of assault.

Mr. Serjeant TADDY having summed up, the jury retired to consider their verdict, and during their absence the learned Serjeant ordered Collier to get into the witness-box, and he laid before him that his conduct since he had left the police had been most creditable; and he also said that the manner in which he had given his evidence, and his conduct in reference to the present transaction, did him credit; and his Lordship added, that he appeared to have acted in a manly and straightforward manner.

The jury soon afterwards returned their verdict, finding the prisoners *Guilty* of assaulting the prosecutor with intent to do him some grievous bodily harm.

The prisoner Watkins then addressed the Court, and said that he admitted he had assaulted Collier, but he had no intention to kill him or to do him any serious injury. He then proceeded to charge Collier with being the associate of thieves and with receiving the plunder, and he said that the reason why Collier bore an ill-feeling to him, was because he picked a man's pocket of 25 sovereigns at Barnet fair, and he gave him his share, and in consequence of it being reported that he had taken 125 sovereigns instead of 25, Collier said he had got "a century" the better of him, and he would "leg" him for it the first opportunity that offered. He concluded by begging the Court to have mercy on him.

The learned JUDGE told the prisoners the jury had taken a merciful view of the case, for if they had been found guilty of the whole charge, their lives might have been forfeited. He was bound to pass upon them a sentence of transportation for 15 years.

The moment the sentence was pronounced a scene ensued that almost defies description. The prisoners, who are powerful men, rushed to the front of the dock, and with dreadful oaths declared that they had been sold like bullocks, and they uttered horrid imprecations upon the judge. Mr. Keene and one of his assistants laid hold of them, and attempted to remove them from the dock, but their exertions were of no avail against the frantic power of the two prisoners. Inspector Collier, of the P division, and several of his men, jumped into the dock, and a desperate struggle then took place, during which some of the constables were kicked and severely injured by the convicts. The court was in a state of the utmost confusion, the women shrieked, and business was completely suspended. A number of bad characters, who came into the town in the morning, were about the court, and the intention of the prisoners was evidently to excite them to attempt a rescue; but they were awed by the firm demeanour of the police, and did not attempt any violence, and the prisoners were at length removed to a strong-room, where they were put in irons. It should be stated that the arrangements for the preservation of order at these assizes appear very defective. The sheriff has the duty of providing officers of the court, and the police have no authority whatever to act, and when this outrageous conduct took place, Mr. Keene and his assistant found themselves without any assistance, and but for the almost accidental presence of Inspector Collier and his men, if the prisoners' friends had interfered, Mr. Keene and his assistant must have been overpowered, and one or perhaps both of these desperate ruffians might have escaped. It is high time that some alteration should be made in these arrangements, and the courts either placed under the control of the police of the district, or else efficient persons appointed to prevent such outrageous proceedings and not give such desperate offenders as these any opportunity of making their escape from the hands of justice.

November 15th 1841

HER MAJESTY'S BUCKHOUNDS

The sport afforded by the Royal stag hounds during the past week has been first rate. The noble Master (the Earl of Rosslyn) was at the meets on Wednesday and Friday, riding throughout the two runs, and well in at the takes. The meeting came off as follows:-

Wednesday – The hounds left the kennel at Ascot the preceding afternoon for the stud-house at Hampton-court, where they remained during the night in order that they

might be fresh for work in the morning – the meet taking place at Cheam, near Epsom, and for the first time this season in the Surrey country. There was this morning at the meet, at the George Inn, Cheam, one of the most numerous assemblages of the season, upwards of 400 being present; but many were of a somewhat motley description, as far as both horses and riders were concerned. Of cattle there were some of all sorts – good, bad, and indifferent.

The deer “Sulky” was uncarted at Tattenham-corner, on Epsom Race-course, at 12 o’clock. It went away in capital style towards the Warren on to near Leatherhead, when it was headed back to the downs. It then proceeded to Mickleham downs, was headed back again, crossed the Reigate (London) road, and thence to Kingswood, towards the Croydon Railway, and then back to the Oaks and Beddington, to near Carshalton, where it was taken after a good hunting run of upwards of two hours and a quarter. After the first burst upwards of 80 were tailed off, giving it up for a lost case. Although the line of country was exceedingly heavy throughout, interspersed with some very awkward ditches and double fences, there were nearly 100 in at the take.

The hounds returned to the stud-house, remained there that night, and left for the kennel at Ascot the following morning.

November 22nd 1841

THE CENSUS OF 1841

An important document, a short abstract of which we gave on Friday, has just been published, entitled “An account of the total population according to the census taken, 1841, of each county in Great Britain, distinguishing males and females, and showing the rate per cent. increase of decrease in each county, as compared with the population returns of 1831; also the number of houses inhabited, uninhabited, and numbers building, according to the census of 1841; similar returns for the Channel Islands and Isle of Man; comparative statement of the population and number of houses, 1801, 1811, 1831(sic), 1831, and 1841, for each county in Great Britain; similar returns for Channel Islands; account of the population of each city and royal and parliamentary burgh in Scotland; also the total population within the several parliamentary boundaries thereof.” A printed form was left at each house, in which was to be specified the number of persons, male and female, including their ages, who slept in the house on that night. We believe that but little difficulty was experienced in obtaining the desired returns, and that they are accurate as documents of this description usually are. A few individuals, influenced by the most strangely ridiculous motives, obstinately refused to fill up the “return paper,” but the number who so insanely acted was so insignificant as to be undeserving of a moment’s consideration. In the first portion of the return there is an account of the population and houses of England in 1841, males and females; the number of inhabited and uninhabited houses, and the number also of houses building. There is also the increase of decrease of population in each county, as compared with the returns of 1831. The same inquiry extended to Wales, Scotland, Islands on the British seas, and the result is here given, as well as the comparative population of England, Wales, Scotland, and the Channel Islands. The report consists principally of tabular statements apparently drawn up with great care. The first table refers to the population and houses of England in 1841, and is alphabetically arranged according to the counties.

SURREY

| | Males | Females |
|-----------------------------|--------|---------|
| Bermondsey | 16,938 | 18,009 |
| Camberwell | 17,102 | 22,765 |
| Chertsey | 7,418 | 7,511 |
| Croydon | 13,843 | 13,878 |
| Dorking | 5,541 | 5,427 |
| East Grinstead (part of) | 937 | 893 |
| Epsom | 8,636 | 8,615 |
| Farnham (part of) | 5,607 | 5,708 |
| George, St., Southwark | 22,697 | 23,925 |
| Godstone | 6,737 | 4,722 |
| Greenwich (part of) | 1,055 | 1,409 |
| Guildford | 11,621 | 11,464 |
| Hambleton | 6,652 | 6,159 |
| Kingston (part of) | 8,763 | 9,304 |
| Lambeth | 52,711 | 63,172 |
| Newington | 24,907 | 29,700 |
| Olave, St. | 9,620 | 9,407 |
| Reigate | 7,718 | 6,611 |
| Richmond | 5,963 | 7,955 |
| Rotherhithe | 6,659 | 7,257 |
| Saviour, St. | 16,024 | 16,956 |
| Wandsworth and Clapham | 18,485 | 21,368 |
| Windsor (part of) | 2,406 | 2,572 |
| Metropolitan Police on duty | 710 | - |

Total population in 1841, 582,613 – males, 278,186; females, 304,427: Excess of females over males 26,241.

Population in 1831, 486,334 – males, 230,860; females, 255,474.

Houses inhabited in 1841, 95,375; uninhabited, 3,948; building, 1,210.

December 11th 1841

SURREY CHRISTMAS CATTLE SHOW – The annual show of stock of the Surrey Agricultural Association took place on Wednesday, at Epsom. the quantity of stock exhibited was not very large, and in some of the classes there were not any competitors, but the animals that were brought were considered by the judges to be of a very superior description. After the judges had given their awards, the members of the association adjourned to the Spread Eagle, where between 70 and 80 of the principal farmers of the neighbourhood sat down to dinner. Mr. C. Barclay presided; and there were also present, Mr. J. Trotter, M.P., Mr. H.T. Hope, Mr. G. Farmer, Captain Lempriere, Mr. J. Cressingham, &c. The usual toasts were drunk, and the meeting separated, having passed an agreeable evening.

May 12th 1842

EPSOM RACES – London and Brighton Railway – The Quickest route is by the Stoa’s-nest station on the London and Brighton Railway. – On Wednesday, the 25th and Friday, the 27th instant, EXTRA TRAINS will RUN from London in the morning and from Stoa’s-nest in the evening.

Private carriages and horses can be loaded and unloaded at the above station, which is about five miles from the Race-course.

Further particulars will be duly announced.

By order, CHARLES R. MACKENZIE, Sec., 10 Angel-court, Throgmorton-street, May 6, 1842.

May 24th 1842

THE DERBY and OAKS

Epsom’s the goal – from four-in-hand to humble one-horse “shay”,
From donkey to the highest blood, each speed them on their way;
The noble’s drag, the gipsy’s cart, one object each pursues:
Without they differ very much – they may not so in views.
The road, the scene, John’s wife proclaims, “her feelings quite arouse,”
And apostrophizes, “Dear, it’s well I bought that blouse;
“It’s Anglo-Saxon cloth they say, and cost but eight-and-six,
“In Aldgate, on my way from Bow – it’s strange, too, eighty-six.
“A wondrous place – a splendid shop – I ne’er was there before,
“And full as cheap as where we deal, in Minories, one five four.”
John, who ne’er leaves his wife in doubt, proclaims it the same store,
Extending full 300 feet from one to other door –
A splendid place beyond compare, more splendid still their place:
Their motto peace and plenty, is strict justice to each mace.
“There’s William’s suit we had from them, I say this entre nous,
“Has worn 12 months, and still is good, it cost but twenty-two:
“That blouse he’s on cost two-and-three, my own Holland four-and-six.
“For strict economy it’s safe, on them alone I’ll fix.
“Their bespoke department, too, is rife with everything that’s new –
“Silks, satins, velvets, rich for vests, with cloths of every hue.
“This suit of wool-dyed woaded black, I bought it for poor Kate
“At Michaelmas, and wore it since, cost me but three pounds eight.”
Just see their list, no puff is there, straight sailing they pursue;
They wish you not too hast’ly judge until their stock you view.
For liveries they’re famed throughout the gayest in the park;
For racing, hunting, look in there, they’re au fait to the mark;
For uniforms there’s the place, in them they take the shine
For every service in the world – our own naval and the line.
For outfits see their wholesale rooms, the stock the largest far
For emigrants to every part, as well as British tar.
And recollect their plan is this – all know it, hence no news –
They change or give you back the cost, whichever you may choose.

Observe – E. MOSES and SON, 154 Minories, and through to 86 Aldgate, tailors, wholesale and retail drapers, general outfitters, &c.

May 25th 1842

...The activity that prevailed in the morning at Nine-Elms, and at the Croydon Railway terminus particularly, since the "Stoat's-next," to which that railway runs, is not more than six miles from Epsom, the unusual crowds on the roads leading from London and from other places to the course showed that the racing week had begun...

November 4th 1842

...The Court; not asking an adjudication, but, if satisfactory, a reference to another functionary. The fiat, which issued on the 26th on June, described the bankrupt as a scrivener...

COURT OF REVIEW, Westminster, Nov. 3

In Re Benjamin Waterhouse

Mr. BACON applied to the Court for the allowance of a certificate without the production of the affidavit of conformity required from the bankrupt. He had an affidavit by a solicitor employed by a relative, alleging that the bankrupt, against who a fiat issued in April, 1836, had been for several years absent from this country, and was at present engaged in a merchant vessel on the coast of China. A case in the second volume of *Montagu, Deacon, and De Gex's Reports*, indicated the exercise of a discretionary power thereon.

The Court consented to allow the certificate on production of an affidavit by the person acting on behalf of the bankrupt.

EX PARTE BROWN, RE JAMES PUTTOCK

Mr. BACON, on behalf of the petitioner, asked a declaration that the evidence produced before the commissioner was sufficient to enable him to declare Puttock a bankrupt, or that directions should be given to refer the fiat to some other commissioner. The petition stated that the evidence of the alleged trading was sufficient, although not satisfactory to the commissioner. There was no alternative but to come to the Court; not asking an adjudication, but, if satisfactory, a reference to another functionary. The fiat, which issued on the 26th of June, described the bankrupt as a scrivener, gasman, dealer, and chapman, residing at Epsom. the petitioner, a surgeon, deposed to a debt of 700*l.* on bond. A person named Freeman, lately in the bankrupt's employ, stated that Mr. Puttock was the secretary to a private association, called the "Epsom and Ewell Gas Company," and that he had acted in that capacity from its formation in 1839 until the present year. The company was not incorporated by charter or act of Parliament, but consisted of certain holders of 300 shares at 10*l.* each, of which the bankrupt held 10, he having also signed the deed of co-partnership. The trading consisted of the buying of coal, manufacture of gas, sale of coke, hire of meters, &c.

Sir J. Cross said, this was the first case of the kind since the establishment of the Court. If the commissioner was wrong, but he did not say that he was so, it amounted to a denial of justice. Lord Eldon, in a similar case, had made reference to another list of commissioners. Here, without any opinion whether the party was a trader or not, there was clearly a case deserving reconsideration. It would be better that the Sub-Division

Court should consider the matter, and the learned commissioner would probably, on its being mentioned to him, make such an arrangements. If requisite, it might be mentioned again.

November 16th 1842

POLICE

GUILDHALL – Yesterday an elderly man, who gave his name John Horner, was charged before Mr. Alderman KELLY with confederating with two persons, named Clark and Hamer, to defraud several tradesmen.

Mr. Swift, a shoe-manufacturer, in Greville-street, Hatton-garden, stated, that about a fortnight ago a man, named Clark, came to his premises and stated, that he was going to open a general shop at Epsom, and he wanted 40*l.* worth of shoes; that he intended to take the usual credit for the bulk, but to pay a little cash; and that his character might be known by referring to Mr. Hamer, who keeps a warehouse, No. 20, Bread-street-hill. Upon inquiry there Mr. Hamer represented Clark as a very respectable man whom he would not object to give credit for double the sum. Mr. Clark was, therefore, allowed to have the goods, but instead of taking them to Epsom, he cut the name off the top of the invoice, and offered the goods for sale to Mr. Holland, in Queen-street, at an abatement of 15 per cent. on the invoice price. Mr. Holland recognized the hand-writing of the invoice, and believing the goods had been obtained fraudulently, and with the view of recovering them, he desired to see the goods. He was taken to a house in Duke-street, Aldgate, where he inspected them, but did not agree as to the price. Mr. Holland acquainted witness with these facts, and they went together to the house in Duke-street, but the goods had then been shifted to some other place in the interim, and no trace had been obtained of them.

Mr. Alderman KELLY said he did not see how the prisoner was connected with the transaction

Mr. Swift replied, the prisoner acted as clerk at the ware-house at Bread-street-hill, but he believed him to be the principal, and that while he enacted the part of clerk, he hired a stout middle-aged man to personate the principal. He was apprehended at a coffee-shop in Cow-cross. A young man was desired to inquire there for Mr. Hamer, and the landlord pointed to the prisoner as the man, and the prisoner, when so addressed, answered the name.

The prisoner said, that of course was a mistake. It might easily be known who had taken the warehouse.

Mr. Alderman KELLY asked what business was carried on at the warehouse?

Roe, the officer, said he served a summons at the premises. There were some crates and ironmongery goods exposed. He felt one of the crates, where the crockery met the eye at the top, but all below was straw. He asked the prisoner who he was, and he answered he was the clerk. He then asked the private residence of his master. Prisoner said he did not know it. He asked how long he had been clerk there, and the prisoner replied about seven weeks.

Prisoner observed, that it was a fact that he did not know his master's private-address.

Mr. Swift requested, that he believed the prisoner would turn out to be Mr. Hamer himself, and he wished for time to look after the rest of the gang, who had in the course of three weeks obtained goods to the amount of 21*l.* from Mr. Piper, in Cheapside; 24*l.*

from Mr. Pash, a shoe-maker in the Old Kent-road; and 130*l.* from Mr. Dumas, a dealer in French leather goods in Regent-street. These gentlemen were now in attendance. Mr. Alderman KELLY said he would give them the opportunity they desired, by remanding the prisoner till Thursday.

January 23rd 1843

COURSING

EPSOM AND LEATHERHEAD, Jan. 19.

The EIGHT DOG STAKES were won by Mr. Chitty's Cora, beating Sister to Prince Albert.

September 13th 1843

SURREY SESSIONS, *Tuesday, Sept. 12.*

(Before Mr. T. PUCKLE and a full bench of Magistrates.)

James Broke, a confidential clerk to Messrs. Everest and Wardroper, solicitors and clerks to the bench of magistrates at Epsom, was indicted for feloniously embezzling the sum of 27*l.* and upwards, received by him in his capacity of clerk.

The prisoner, against whom there were three indictments, is a young man of respectable appearance and connexions.

Mr. Locke appeared for the prosecution, and the prisoner's defence was conducted by Mr. Charnock.

The prosecution having been directed by the bench of magistrates at Epsom, the case created some degree of interest. The facts, as stated by the learned counsel for the prosecution, are as follows:- The prisoner was engaged in the month of September last year as a confidential and managing clerk to Messrs. Everest and Wardroper, the well-known solicitors of Epsom, and the prisoner, to whom the magisterial part of the business was more particularly intrusted, had, in the discharge of his various duties, to attend the bench of magistrates at their sittings, and in that capacity to receive the several fines and fees. The prisoner was provided with a book by his employers in which it was his duty to enter the monies which passed through his hands, and which were afterwards entered in a book kept by the prosecutors, for the purpose of being carried on to the respective funds to which they were appropriated. On the 15th of December last the prisoner received two or three small sums of money as fines but omitted to enter them in his books. Further sums were also paid him in March and May last, for which he had never accounted. The prisoner's accounts had been made up to June last, and it had been since discovered that no mention had been made of the sums received. On Saturday, the 19th of August last, the prisoner left a note in the office addressed to Mr. Everest, in which he stated that business of the utmost importance required his attendance in London, but he would return to his duty on Monday morning. The prisoner, however, not returning according to his promise, and as no traces could be found of him, his employers began to be alarmed for his safety, until the following Wednesday, when, on his books being examined by Mr. Everest, it was discovered that the prisoner had embezzled various sums of money to a great extent, and a reward was offered for his apprehension. A police-officer of the V division was sent after the prisoner, and at length succeeded in finding him at a notorious house in the Waterloo-road, known at the Waterloo Coffee-

house. the prisoner, on being told that he was charged with embezzlement, declared that he would not be taken alive. On the table of the room which the prisoner occupied were two open penknives and a bottle of wine. The prisoner instantly made an attempt to stab himself, but his design was frustrated by the police-officer, upon which the prisoner took up the second knife and attacked the constable, but was overpowered, and secured before he had done any injury. On his being searched a 10*l.* note and some sovereigns were found, and it was then ascertained, on examination, that the defalcations of the prisoner amounted to a considerable sum of money. Mr. Everest had not yet ascertained the whole of his losses, and it was no later than yesterday that he had discovered a further loss of 60*l.*; and there was no doubt but that the embezzlement had extended over a great length of time. The above facts, together with several payments which had not been duly accounted for, were fully proved in evidence.

Mr. CHARNOCK, on behalf of the prisoner, took an objection to the indictment, which he contended could not be sustained on the ground that the monies embezzled were not the joint property of Everest and Wardroper, but only the property of the former gentleman, he being the individual who held the office of clerk to the magistrates; the act requiring that the appointment should be invested in one person only.

The COURT overruled the objection.

A considerable discussion then took place relative to another point, which the learned counsel raised in favour of the prisoner, but that objection having been also overruled,

The CHAIRMAN summed up with great minuteness, and left three points for the decision of the jury – first, had the prisoner received the money named in the indictment? Secondly, if so, had he accounted to his master for the same? And lastly, was the omission of the entry of the receipt of the various sums in the book accidental or intentional, and with a view to cheat and defraud his master? If they were of the latter opinion, they would find a verdict of guilty; but if otherwise, they would pronounce for an acquittal.

The jury, after a considerable consultation, in which they said they all agreed but one, begged to retire, and after one hour returned into court with a verdict of *Guilty*.

Mr. LOCKE informed the Court that, as there were three other indictments against the prisoner, he deemed it requisite to go on with a second indictment, in order to further the ends of justice.

The prisoner, on the recommendation of Mr. Charnock, then pleaded guilty to the second indictment, and the others were not proceeded with.

The COURT then asked Mr. Everest whether he had obtained a character of the prisoner?

Mr. Everest said he had, but the character unfortunately turned out to be a fictitious one. Moreover, the prisoner had introduced another clerk to the office, by whom they had also been seriously robbed. The prisoner had also given a fictitious character to a clerk who obtained a situation in a solicitor's office of extensive practice, but who had been prosecuted for robbery and received a sentence of transportation. The prisoner belonged to a set who gave each other false characters, and so skilfully did they make their arrangements that detection was almost impossible. By these artful means several young men had obtained confidential situations, and in every instance they had commenced a system of wholesale plunder against their employers.

The CHAIRMAN called the prisoner up for judgment, and observing that the sentence he was about to pass upon him was not severe enough, and pointing out the enormity of his offence, sentenced him to seven years' transportation.

November 14th 1843

OBSERVANCE OF THE RUBRIC – At the visitation of the Archdeacon of Surrey, held at Epsom on Thursday last, the officiating clergymen of the parish of Richmond were presented by the churchwardens of that place for non-observance of the Rubric. On the rev. gentlemen being called upon by the Archdeacon to answer the charge, they pleaded custom, and the sanction of the Bishop of the diocese for their non-observance. It was, however, clearly demonstrated by the churchwardens, that custom could not contravene the Acts of Uniformity (which are prefixed to the Book of Common Prayer), and that the Bishop had not the power to sanction a deviation from the ritual of the Church of England. The presentment was made in answer to one of the articles of inquiry which are annually exhibited by the Archdeacon to churchwardens, and being made in “open court,” as the Archdeacon termed it, it is supposed that the Bishop of the diocese will feel it incumbent upon him to take some notice of it.

December 15th 1843

LONDON and SOUTH-WESTERN RAILWAY – Notice is hereby given, that a SPECIAL GENERAL MEETING of the Proprietors of Shares in this undertaking will be held at the Nine Elms Station, Vauxhall, London, on Saturday, the 30th day of December instant, at 12 o'clock at noon, for the purpose of receiving and considering a report from the Directors with reference to four several Branch Railways now proposed to be made from the London and South-Western Railway, viz., from the back of the Nine Elms Station, Vauxhall, to the Wandsworth turnpike-road there, from Kingston to Epsom, from Bishopstoke to Salisbury, and from Basingstoke to Newbury, and of determining whether and upon what terms it is expedient that the London and South-Western Railway Company shall make and maintain the said three first-mentioned branch railways, or any or either of them, or shall join with or otherwise assist other parties in the making and maintenance thereof, and whether and upon what terms the said Company shall agree to take a lease of or to work any or either of the said branch railways, and of authorizing the Directors to make such applications to Parliament for the amendment and extension of the powers and capital of the Company as with reference to the general circumstances and requirements of the Company, and the several above-mentioned matters, and the determination of the said Meeting regarding the same, may be found by the Directors to be expedient or proper, and for other special purposes.

By order of the Court of Directors
ALFRED C. MORGAN, Sec.

Company's offices, Nine Elms, Vauxhall, December 8, 1843

21st December 1843

The special meeting of the shareholders of the Croydon Railway was held to-day, and the proposal for an extension of a branch to Epsom was the subject of discussion. The great point on which the Croydon directors take their stand, in preference to the line proposed by the South-Western Company, is, that they have a nearer terminus for

London than that company can afford. This, in their opinion, will sufficiently compensate for the enormous discrepancy between the costs of the two lines, while it will preserve to the South-Eastern lines the integrity of their traffic, since it is believed that the South-Western Company would attempt to infringe upon the Brighton traffic, if they once gained their point of reaching Epsom. Mr. Levi contended that till the dispute was satisfactorily arranged with the Greenwich Company, they (the Croydon) could not offer the public the proper London terminus which would give them any advantage over the South-Western, and he advised them, that before they proceeded with this project, they should come to some specific arrangement on this head, and not rely on the Bricklayers' Arms terminus. This gentleman expressed his belief that the line would pay the Croydon proprietary, which appeared to be the unanimous feeling of the meeting, although some believed that the high profits estimated by the directors could not be realized. The result of the meeting was, that the directors were empowered to take the necessary steps in Parliament for securing the line. After the special business of the meeting...

December 25th 1843

A project, called the Middlesex and Surrey Grand Junction Railway, is now occupying some attention in the railway world; and as it is proposed by the parties connected with the plan to commence their operations from the Harrow station, on the Birmingham line, through Epsom to Merstham, on the Brighton line, crossing the Great Western and South-Western railways, it is likely to come in strong competition with the other projects now in the field claiming privileges for these points. This line, it is said, will form a connecting link of all the railways from Scotland to the west and south of England, and thus would effect a union of all the great railways now in existence.

January 13th 1844

CROYDON and EPSOM RAILWAY – At a meeting at Sutton, on the 12th of January instant, of the Principal Landed Proprietors on this line,

Mr. R.D. NORTHEY, Esq., of Woodcote House, Epsom, in the chair,

The following resolutions were unanimously passed:-

Proposed by Sir Henry Bridges;

1. That, in the opinion of this Meeting, the proposed railway from Epsom to Croydon is not calculated to benefit the public or the shareholders of the Croydon Railway Company.

Proposed by D.R. Warrington, Esq.;

2. That, if any communication by railway between Epsom and London were required, the other proposed line by Kingston is much preferable, being more than five miles shorter, capable of construction at less than one-third of the expense, and calculated to carry the public and goods to and from London at smaller fares and in less time, and this line does much less damage to private property.

Proposed by W.T.G. Farmer, Esq., of Nonsuch Park;

3. That the statements of the present and expected traffic on and near the proposed line, put forth by the projectors of the Croydon line, appear to this Meeting to be enormously exaggerated, and calculated to give an unmerited attraction to that scheme; and that it is advisable that the public and Parliament should be furnished with more correct information.

Proposed by Sir John Rae Reid, Bart., M.P.;

4. That this Meeting, for these reasons, and for the protection of their property from the unnecessary and inexpedient injury with which it is threatened by the projected Epsom and Croydon line, are determined to use all their exertions and influence in opposing the passing of the bill.

Proposed by William Bristow, Esq;

5. That Mr. Farmer, Mr. Northey, Mr. Warrington, and Sir John Rae Reid, be appointed a Committee for conducting the opposition; and that as soon as any petition is presented for leave to bring in the bill for the Epsom and Croydon Railway a petition be immediately prepared and presented against it, and all other steps taken by the Committee for a determined and effective opposition.

Proposed by Thomas Weall, Esq.;

6. That, as Mr. Warrington, Mr. Farmer, Mr. Northey, Sir John Rae Reid, William Bristow, and Sir Henry Bridges have agreed to take upon themselves the expense of the opposition, if not joined by others, all other persons signing the petition shall not be liable to pay any part of the expenses except by way of voluntary subscription.

All communications to be addressed to Messrs. Drummond and Sons.

January 30th 1844

LONDON and CHATHAM and CHATHAM and
PORTSMOUTH JUNCTION RAILWAY
COMMITTEE

Four of the Directors of the South-Eastern Railway Company,
Four of the Directors of the London and Croydon Railway Company.
Solicitors – Mr. Fearon; Messrs. Burchell, Kilgour, and Parson.

This line will afford to Chatham, Rochester, Strood, Gravesend, and the northern districts of Kent, the advantages of a railway communication, not only with the metropolis, but also with Brighton and the coast of Sussex on the one hand, and by means of the projected Croydon and Epsom and Kingston Railways, (both of which will probably be adapted by their respective promoters to this desirable purpose,) with Southampton and the western districts of England on the other.

It will also effect the great national object of uniting Chatham and Portsmouth by a continuous line.

January 31st 1844

The Greenwich railway meeting, as was expected, proved a very stormy affair, although the topics discussed were the same as have been frequently brought before the public. It appears, by some oversight at the last meeting, the contract with the Brighton Company for reduced tollage was not confirmed by the general body of shareholders, and hence to-day arose a debate as to the expediency of doing so, which occasioned a contrary feeling among certain parties, who desire to see the *maximum* rate enforced. The majority of the meeting took a different view, which ended in the confirmation of this agreement, and the passing of a resolution expressing willingness on the part of the company to submit to a similar reduction in the case of the South-Eastern and Croydon lines, provided it was understood that these companies would do all in their power to facilitate and conduct traffic to the London-bridge station. So important is this point

considered, that the Greenwich Company have determined only to afford assistance to the Croydon Company in the coming contest for the Epsom branch, on the condition of a spirit of co-operation to work out this desirable end. No dividend was declared, in consequence of the deficiency of profit to pay one, which default introduced the question of the right of the preference shareholders to receive their five per cent. in a form likely to give some employment to the lawyers...

February 19th 1844

ACCIDENT ON THE SOUTH-WESTERN RAILWAY – A distressing accident occurred last evening, shortly after 8 o'clock, near the Wimbledon station of the London and South-Western Railway. The following particulars of the melancholy occurrence were related to the writer by one of the individuals who miraculously escaped. It appears that this person, in company with two others, respectively named Henry Weller and John Weller (father and son), had been spending the day with some friends at Chelsea, which place they left about 8 o'clock to return home to Ewell, in Surrey. They arrived at that point of the road intersected by the South-Western Railway near Wimbledon, about half-past 8, and as it was nearly dark did not observe the cross-gates erected to prevent persons crossing the line until they were close upon them, when John Weller called out suddenly, "Come on; here is a train coming;" and immediately after throwing open the gate, attempted to cross the line. At the same instant the 5 o'clock up train from Southampton passed by at full speed, and on Charles Puttlick (the third individual alluded to) and Henry Weller looking round they could see nothing of the unfortunate man who had but one instant before called out to them to follow him across the road. They halloed, but could obtain no answer. A few moments subsequently to the train passing, one of the railway policemen came up to them and said, "Do you know you are under a 2*l.* fine for opening the gate?" They immediately explained to him the circumstances above narrated, and by the aid of his lantern a search was commenced for the unfortunate man. In the course of a short time the body was discovered lying on the Wandsworth side of the line, but nearly 100 yards distant from the spot where the engine must first have struck him. The unfortunate man was bleeding profusely from a wound in his head, where the skull was laid open, and he was otherwise much injured. He was removed with all possible care, and the best means at hand were used to stay the haemorrhage. The down mail train passed a few minutes after the accident, and about half-an-hour subsequently the Woking up train, on being signalled by the policeman, stopped, and took in the unfortunate man, who was conveyed in one of the first class carriages to the Nine Elms terminus, where medical assistance was instantly obtained. By the advice of the surgeon, he was removed to Guy's Hospital on a stretcher by the railway policemen, where he was admitted at 11 o'clock last night. It does not appear that either the engine or any of the carriages of the train which knocked deceased down passed over him, and this may account for the fact that the engine driver and stoker knew nothing of any accident having happened. The unfortunate sufferer was in the service of Baron de Tessier, of Epsom.

February 21st 1844

LONDON and CHATHAM and CHATHAM and PORTSMOUTH JUNCTION
RAILWAY – Capital £1,000,000, in 60,000 shares of £20 each. Deposit £1 per share.

PROVISIONAL COMMITTEE

| | |
|---------------------------------|--------------------------------|
| Benjamin Bains, Esq. | Ralph Ricardo, Esq. |
| Charles Sedgfield Crowley, Esq. | Frederick Roberts. Esq. |
| Robert Hollond, Esq.,M.P. | William Arthur Wilkinson, Esq. |
| John Lawrie, Esq. | |

(With power to add to their number)

I.K. Brunel, Esq., F.R.S. Engineer.

Bankers – The Commercial Bank of London; Messrs. Days and Nicholson, Chatham.

Solicitors – Messrs. Burchell, Kilgour, and Parson, 15, Parliament-street.

This line will afford to Chatham, Rochester, Strood, Gravesend, and the northern districts of Kent, the advantages of a railway communication, not only with the metropolis, but also with Brighton and the coast of Sussex on the one hand, and by means of the projected Croydon and Epsom and Kingston and Epsom Railways, with Southampton and the western districts of England on the other.

It will also, either by the South Western or Brighton Railways, effect the great national object of uniting Chatham and Portsmouth by a continuous line.

The proprietors of the Greenwich, Croydon, Brighton, Dover, and South Western Railways are evidently interested in completing this important chain of railway communication.

The line to the eastward, which by a preliminary survey it is ascertained will not be attended with any engineering difficulties, will leave the Croydon Railway about six miles from the junction with the Greenwich Railway, and will proceed by Bromley, the Crays, and Farningham, either to the projected Gravesend, Rochester, and Chatham Railway, or direct to Chatham with a branch to Gravesend, as may hereafter be determined.

The line to the westward, to effect the communication with Portsmouth, will proceed either by the projected Epsom Railways, or otherwise, to the South Western Railway, or by means of the Brighton Railway through Chichester, as the Committee may find expedient.

It is proposed that the line shall be worked by the Croydon Company on the principle of a proportionate toll according to distance, which will secure to the new company the entire profit of the traffic over their own line, save them the expense of a separate establishment, and ensure to them all the economy and facilities derivable from the use of the joint locomotive establishment of the Brighton, Croydon, and Dover Companies. It is, however, in contemplation to adopt the principle of atmospheric traction if upon due consideration it should be found still more advantageous...

February 23rd 1844

APPROPRIATE PRESENT – The Duke of Richmond has endeared himself to all lovers of manly sports by his bill to legalize gambling. Yesterday, several individuals, distinguished at Epsom and Goodwood, in token of their acknowledgement of the noble Duke's efforts, forwarded to him three brass thimbles and a pint of peas! – *Punch*.

March 13th 1844

HOUSE OF COMMONS, Tuesday, March 12.

Mr. KEMBLE presented four petitions from Epsom in favour of the Croydon and Epsom Railway.

The Epsom and South-Western the Epsom and Croydon Railway Bill, with several others, and were read a second time and committed.

May 20th 1844

LONDON and SOUTH-WESTERN RAILWAY

Epsom Races – On the Derby and Oaks days TRAINS will run between Nine-elms and Kingston, (the nearest railway station to the course,) every 20 minutes, from half-past 12, and return trains in the afternoon from 3 until 9 o'clock.

May 21st 1844

EPSOM RACES – The following notice has been issued by the Police Commissioners as a warning to the gentry who annually assemble on Epsom Downs to ease the incautious public of their loose cash, and also to inform the dupes that even being plundered is a crime:- “All persons playing or betting in any booth or public place, at any table or instrument of gaming, at any game or pretended game of chance, will be taken into custody by the police, and may be committed to the House of Correction, and there kept to hard labour for three months.”

May 22nd 1844

The town of Epsom and the booths and erections on the race-course presented yesterday a most gloomy appearance. There was nothing going on at the inns, and the club-houses were closed, like houses infected with disease during the prevalence of a plague. The announcement from the Home-Office has paralyzed the predatory hordes who were in the habit of reaping their harvest here and at other race-courses, and the contagion of alarm has spread on all sides. Their dupes are equally depressed, which, if it be true that –

“_____ The pleasure is as great
“In being cheated as to cheat.”

is not very remarkable. It is somewhat hard upon these people, however, that the announcement was not made until after they had erected their Pandemoniums, and paid the usual very exorbitant rent for their privileges. Those who have received the ground rents cannot in justice do less than return it. The maxim of the law is, *in pari delicto melior est conditio possidentis*, so that he who had obtained money from a polluted source is not obliged to return it whence it was derived; but surely those who have received money for the ground-tax of these “hells” will not allow themselves to be considered *participes criminis* with gamblers and black legs, or participate in any degree, direct or indirect, in the proceeds which the Secretary of State has denounced as illegal, and obnoxious to heavy penalties. Be this as it may, the police are mustered in strong force, and it is at present resolved to put a stop to all gambling whatever. If the edict of Sir James Graham be carried out to the letter, however, it would, according to the wording of the placards, be somewhat dangerous for the noblemen, gentlemen, and others who form the circle on the hill, to bet or lay wagers on the events of the racing.

The great feature of the day was the notice from the Police Commissioners that the gambling booths were to be put down, and the persons connected with them, or playing in them, taken into custody. In consequence of this notice so suddenly issued,

and which certainly ought to have been promulgated before parties had taken and paid for the ground on which they were erected, the utmost dissatisfaction was manifested by the members of the gambling fraternity. This determination to put down gambling on race-courses will, according to some, considerably diminish racing funds, and in consequence, plates and prizes to be run for must decrease in number and value. There are others who think that its suppression will not eventually prove injurious to the true interests of the turf, inasmuch as the parties who manage these funds never can have wished to see them augmented from impure sources; and there is a prevalent feeling among the right-minded that the cleaner the course is swept of all impurities the more liberally will its sports be supported by the honourable patrons of horse-racing. The booths were closed yesterday, and no play carried on in them; but it is reported, we are pretty confident erroneously, that they will be opened this day (Wednesday), and that resistance on the part of those connected with them will be offered to the police. To prevent any foolish attempt of the sort, in addition to the police already on the ground, there will be sent to-day a reinforcement of 500 constables. The arrangements on the course were the same as usual, with the exception of a new mode adopted for announcing the first and second horses. The telegraph declares the winning horse by exhibiting the figure placed before his name in the printed list, and the second horse by showing the letter similarly placed in the list. The method is simple, but the letters yesterday were too small to be visible at any reasonable distance. We hope the slight drawback to the immediate satisfying of the anxiety of the crowd will be remedied in the exciting contests for the Derby and Oaks. The attendance of fashionables was so meagre that a list of the names of the few present is not worth giving. They are no doubt reserving themselves for the Derby drama, and the interesting afterpiece that will be played on Friday...

May 24th 1844

EPSOM RACES

Yesterday was but a dull day on the Downs. The absence of all excitement and the re-action of the exertions of Wednesday were felt everywhere, and operated to the prevalence of quietude and stillness. The racing was, however, good, and it was to be regretted that not more persons were present to see it. The town of Epsom appeared as if each house had lost its owner, and the few survivors were in tribulation for his departure; scarcely a carriage was to be seen, and not even a seller of cards of the races was to be heard, all was gloom and silence. On the racecourse things wore a not much better appearance; the booths and stands were empty, the sides of the course were deserted, and the policemen had nothing else to do than walk up and down and stare at each other...

May 24th 1844

FRIGHTFUL ACCIDENT – One of the Spread Eagle post-boys met with his death on Wednesday night in the following horrible manner:- He was driving a party from Epsom to the station, and the horses having overpowered him and run away, he was thrown off the box. On recovering his feet he ran after the chaise, got near enough to make a catch at it, but unhappily missed his hold, and fell with his neck on the spikes, and, powerless to extricate himself, he was dragged for a considerable distance, and, on the chaise being stopped, was dead.

May 25th 1844

THE POLICE AT EPSOM

Mr. C. BERKELEY rose to ask the right hon. baronet at the head of the Home Department whether it was under his orders that the metropolitan police force at Epsom had acted? (Hear.) He wished to know if these orders had been directed from the Home-office or from the Police Commissioners, or from the local magistrates. He did not allude, in putting this question, to the suppression of gambling-booths, thimble-rigging, and other practices of that sort upon the racecourse, but to the interference of the police in preventing the play of throwing the stick at snuff-boxes (laughter), in which the people were accustomed to indulge.

Sir J. GRAHAM was glad that the hon. member had asked the question, as it would enable him to state to the house the circumstances under which he became responsible for those proceedings. The house was aware that from an early period a committee had been appointed to investigate questions, of which betting upon races formed one. That committee had reported to the house, and their report had been in the hands of members. (Cries of "No, no.") At least he was cognizant of the nature of the report, and there was a very strong passage in that report as to the pernicious extent to which gambling upon racecourses was carried, and in execution of what he considered to be his duty, he had called the attention of the police authorities to the extent to which gambling was carried in the metropolis, an extent unknown in any other city in the world, and which it appeared to him was increasing. While taking measures for the suppression of gambling in the metropolis, he thought it his duty to call the attention of the Police Commissioners to gaming as carried on upon racecourses within the metropolitan districts. He certainly was responsible for the directions to the Commissioners of Police for resisting the operations of gamblers...

May 25th 1844

...We believe that by next year the branch railroad from the Southampton line will come so near Epsom that most people will avail themselves of its accommodation. This will completely alter the nature of things at the races; whether or not it will be an improvement remains to be seen; it may bring an increase of number, but it may not bring an increase of respectability to the races.

The Croydon and Epsom Bill having passed the House of Commons, and Mr. Cubitt having reported the perfect facility of uniting this line, by an extension with the South Western Railway at Thames Ditton, or Esher, it only remains for the Committee to provide for the connexion of Chatham and Gravesend with the Croydon Railway.

The line necessary for this purpose having been surveyed by Mr. Brunel with a view to the application of the atmospheric principle, and it being his opinion that a line so constructed, including branches to Gravesend and Dartford, and the purchase of land, may be completed for a sum not exceeding £420,000, it has been determined to restrict the capital to £500,000, by an issue of 25,000 share only.

The Directors of the Croydon Company have agreed, subject to the consent of their proprietors, to guarantee to the subscribers of this undertaking a rate of interest of 4 per cent. upon the capital to be advanced, and from the time of its advancement, upon condition that the profits of this line, after payment of such interest, shall be equally divided between the two Companies.

June 20th 1844

SPORTING INTELLIGENCE
THE TURF

The following is a copy of the official report of the meeting of the Jockey Club, noticed in this paper on Tuesday last:

A general meeting of the Jockey Club was held on Saturday, June 15th, 1844; present, -

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|-------------------------|-----------------------|
| Right Hon. G.S. Byng, |) |
| The Earl of Stradbroke, |)Stewards |
| The Marquis of Exeter, |) |
| The Earl of Albermarle | Colonel Peel |
| The Hon. Colonel Anson | George Payne, Esq. |
| Sir D. Baird | Hon. Captain Rous |
| S. Batson, Esq. | Earl of Rosslyn |
| Duke of Beaufort | J.V. Shelley, Esq. |
| Lord George Bentinck | W.S. Stanley, Esq. |
| C.C. Greville, Est. | John Stanley, Esq. |
| John Mills, Esq. | The Earl of Verulam |
| W.A. Roberts, Esq. | Sir. W.W. Wynn, Bart. |

A letter was read from Baron de Teissier, one of the stewards of Epsom Races, stating his full concurrence in the desire expressed, that Epsom Races should in future be under the control and management of the Jockey Club for the time being.

It was resolved, that the stewards of Newmarket for the time being should act conjointly with the stewards of Epsom in the management of Epsom Races.

June 26th 1844

POWDER-MILL EXPLOSION – On Monday morning, at 5 o'clock, the inhabitants of Epsom and Ewell were alarmed by an explosion equalling in effect the discharge of a park of artillery. Upon inquiry being made into the cause, it was ascertained that the roof of a powder-mill in Ewell Marshes, belonging to Sir Henry Brydges, had been blown off, the explosion being occasioned by the accidental combustion of the materials used in manufacturing gunpowder. Several persons were at work on the premises at the time, but they all miraculously escaped injury. No further damage was done to the works than that above stated.

July 9th 1844

The Earl of GALLOWAY presented petitions from Epsom and other places against the Dissenters' Chapels Bill.

September 4th 1844

A direct line of railway to the important town of Portsmouth and the populous districts in its immediate neighbourhood has long been a desideratum, and an Act having been obtained during the present session of Parliament to extend the London and

Croydon Railway to Epsom, considerable facilities are thereby afforded for carrying out this great national project.

The line, which has been examined by Mr. Cubitt and found to be free from engineering difficulties, will proceed from the Croydon and Epsom Railway, at Epsom, through or near to Ashted, Leatherhead, Mickleham, Dorking, Godalming, Haslemere, Liphook, Petersfield, and Havant, to Portsea and Portsmouth...

September 9th 1844

The Croydon Railway Company have declared a dividend of 5s. per share, and the accounts, compared with the results of the corresponding period of last year, show an increase in receipts of 2,500*l.*, while in tollage there has been an increase of 1,500*l.* payable by the Brighton Company, and an increase of 2,300*l.* payable by the South-Eastern Company. The opposition raised by the South-Western Company to the Croydon and Epsom line has not dampened the ardour of the Croydon shareholders, who have authorized their directors to participate in the Portsmouth Junction scheme, so as to connect it with Chatham, and thus increase the general traffic of the road. The atmospheric principle, it is understood will be introduced on this line...

December 16th 1844

The South-Western Railway proprietors, at their meeting on Saturday last, empowered the directors to proceed with the usual forms necessary for extending the line from the present Nine Elms terminus to the vicinity of Hungerford and Waterloo bridges, and to the Thames; and from Wimbledon to Epsom; from Weybridge to Staines and Windsor; from Woking-common, by Guildford, Godalming, and...

January 6th 1845

At the special meeting of the Croydon Railway Company the necessary resolutions were passed, authorizing the directors to carry out the various extensions, and raise the requisite amounts of capital for that purpose. The atmospheric principle is in a fair way of being adopted for the Epsom branch.

January 15th 1845

THE NEW PROJECTED RAILWAYS

(From the *Gazette* of last night)

Railway Department, Board of Trade,
Whitehall, Jan. 14.

Notice is hereby given, that the Board constituted by the minute of the Lords of the Committee of the Privy Council for Trade, of the 24th of August, 1844, for the transaction of railway business, having had under consideration the following schemes for extending railway communication to Portsmouth, viz:-

The Brighton and Chichester-Portsmouth Extension,

The Direct London and Portsmouth,

The Guildford, Chichester, Portsmouth and Fareham Branch,

The London and Portsmouth, with Branches to Shoreham-bridge, Fareham, and Reigate,

have decided on reporting to Parliament in favour of the

Guildford, Chichester, Portsmouth, and Fareham Branch;
and against the
Brighton and Chichester - Portsmouth Extension,
Direct London and Portsmouth,
London and Portsmouth, with Branches to Shoreham-bridge, Fareham, and
Reigate.

And the Board having further had under consideration the following schemes for
extending railway communication in the metropolitan district, viz:-

The Epsom and Dorking,
The Grosvenor Railway,
The Great Western, Uxbridge, and Staines Junction,
The London and Brighton - Wandsworth Branch,
The London and Croydon - Dorking Branch,
London and Brighton – Dorking Branch,
The London and South-Western – Epsom Branch,
The Metropolitan Central Junction,
The Metropolitan Extension of the London and South-Western,
The Richmond and West-End Junction,
The South London and Windsor,
The South-Eastern Branch to Reigate and Dorking,
The Staines and Richmond,

have decided on reporting to Parliament in favour of the
Metropolitan Extension of the London and South-Western,
Richmond and West-End Junction,
Staines and Richmond;

against the
Grosvenor Railway,
Great Western, Uxbridge, and Staines Junction,
London and Brighton – Wandsworth Branch,
London and South-Western – Epsom Branch,
Metropolitan central Junction,
South London and Windsor;

and recommending the postponement until a future period of the
Epsom and Dorking,
London and Croydon – Dorking Branch,
London and Brighton – Dorking Branch,
South-Eastern Branch – Reigate to Dorking.

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| DALHOUSIE | G.R. PORTER |
| G.W. PASLEY | S. LAING |
| D. O'BRIEN | |

March 17th 1845

METROPOLITAN RAILWAYS
REPORT OF THE RAILWAY DEPARTMENT OF THE BOARD OF TRADE
ON SCHEMES FOR FACILITATING THE APPROACH TO THE METROPOLIS

Railway Department, Board of Trade,
Whitehall, March 13, 1845

The Board constituted by minute of the Lords of the Committee of Privy Council for Trade, for the transaction of Railway business, having had under consideration the following schemes deposited with the Railway department, for facilitating railway communications with the metropolis...

There does not appear to us to be any case to justify at present the formation of a second line to Epsom. That now advocated by the South-Western Company was brought forward in the last session of Parliament, and rejected in favour of the Croydon and Epsom Atmospheric line which will not be open for traffic until the summer of the present year. In their opposition to the Croydon and Epsom line, the South-Western Company proved that there was not traffic for more than one railway, and nothing can since have occurred to show that they were wrong in arriving at this conclusion. The advantage of a west-end terminus will also, by the proposed extension of the Bricklayers' Arms Branch to Hungerford-bridge, be obtained by the Croydon and Epsom Line, as well as by that proposed by the South-Western Company.

The experiment which the Croydon and Epsom Company, in conjunction with the London and Croydon Company, are now preparing to carry out, is one which the Legislature has regarded as of great national importance, so that there appear to us to be strong public reasons against sanctioning a rival scheme, the effect of which would be to endanger the success of the line to which Parliament, on special grounds, so recently gave its sanction.

We are induced by the circumstance just mentioned to recommend the postponement to a future period, when the experiment of the Atmospheric Railway from London to Epsom shall have been put in execution, the consideration of the following schemes, viz:-

- No. 70. Epsom and Dorking
- No. 136. London and Croydon – Dorking Branch
- No. 147. London and Brighton – Dorking Branch; and
- No. 214. South-Eastern – Reigate and Dorking Branch.

If the atmospheric system of propulsion should prove successful and deserving of further adoption, it would seem to be better suited than the locomotive system of traction to the nature of this section of country. The whole question of railway communication with Dorking may be temporarily postponed without any inconvenience, and if hereafter the atmospheric system should prove available, the line from Epsom to Dorking, projected upon that principle, would appear to be the best adapted for supplying the wants of Dorking and its vicinity, without incurring the expense of making so many additional miles of railway. This Epsom line would be the shortest route from Dorking to London. The gradients are very severe, but not more severe than are encountered on some other lines to which we have not thought it necessary to object, nor yet too severe to admit of its construction as a locomotive line. It must, however, be a bad locomotive line, and in the possible event of failure of the atmospheric principle, it may be well at a future time to consider whether a good locomotive line to Reigate, giving means for communication between Dorking and Brighton, or Dover, might not be more to the advantage of Dorking than a bad locomotive line to Epsom, giving indeed, a superior access to London, but wanting the other advantages here alluded to.

April 19th 1845

RAILWAY COMMITTEES

Sub-Committee No.3 re-assembled this day, at 12 o'clock, Mr. T. Egerton, chairman; present, Lord Worsley, Captain Jones, Mr. E. Buller, Mr. Barneby, and Mr. Aglionby.

LONDON AND SOUTH-WESTERN RAILWAY (EPSOM BRANCH)

The object of this petition is to make a branch railway from the London terminus of the South-Western Railway to Epsom. Estimated cost, 80,000*l.* Engineer, Mr. Loake.

Messrs. Dorrington, Hayward, and Ellicombe were agents for the bill; and Mr. Coates appeared on the petition of William Everett, Epsom, gentleman, against the line.

The usual proofs of notice, contract, &c., having been produced.

Mr. COATES proceeded to open the first allegation, that no sufficient notice had been given of an application to Parliament to make this line. Notice was given as if it was intended to apply for leave to incorporate a new company, not to empower the South-Western to make a branch. The notice ought to state who are the parties intending to make the railway.

Mr. HAYWARD contended that the notice was sufficient, as it was not necessary to state who were the parties intending to make the railway. This same company had made a railway last year under precisely the same notices – viz. the Salisbury branch.

The Committee decided that the notice was not sufficient, and that the standing orders had not been complied with.

The effect of this decision is to throw out the bill.

The Committee adjourned at 2 o'clock.

April 30th 1845

FATAL ACCIDENT – An inquest was held on Monday at the Spring Well Hotel, Ewell, before Mr. Carter, upon the body of Mr. Daniel Newman Wood, aged 30, a gentleman of large property, residing at Strawberry-hill, Chenington, whose death occurred in the following shocking manner. The deceased had been to the Spring meeting on Epsom Downs on Friday last, and was returning homeward through Ewell about half-past 6 o'clock in the evening, when, in passing the residence of Mr. Batson, his horse (a very spirited animal) became restiff, and threw its rider. Mr. Wood pitched with great violence upon the base of his skull, and death must have ensured instantly, for upon some gentlemen who witnessed the accident going to the unfortunate gentleman's assistance, no signs of animation were perceptible. After a full and patient inquiry into all the circumstances attending this lamentable affair, the jury returned as their verdict, "That the deceased was accidentally killed by being thrown from his horse." The deceased gentleman was well known in the division of Surrey in which he resided.

June 16th 1845

LAMBETH – On Saturday Thomas Chaseley, police-constable P68, appeared before the magistrate by order of the Commissioners of Police, to answer the charge of Mr. Philip Lawton, a gentleman residing at Forest-hill, of assaulting him on the Derby day.

From the evidence it appeared that in consequence of the serious damage done to his hedges and growing crops periodically, Mr. Oades, a farmer near Ewell, applied for the assistance of the police on the Derby day to protect his property. The defendant was appointed to the duty, and on the evening of the Derby day the complainant was riding furiously amongst Mr. Oade's wheat and tares. The servant-man of Mr. Oades attempted to stop him jumping over the hurdles, when he was nearly ridden over. The complainant then galloped down towards the policeman, who endeavoured to stop him, he being at the time a trespasser; but he was unable to do so, and when the complainant had passed him the defendant flung his truncheon after him with great force. The weapon struck the complainant on the back part of his head, cut his hat through, and stunned him for some moments.

Mr. Games(?), for the defendant, said the assault was perfectly accidental, and was caused through the string of the truncheon breaking.

Mr. Oades declared that a field of tares of the value of 10*l.* or 12*l.* was totally destroyed on the Derby day, and himself and other farmers, whose lands joined the line of road from Epsom to town, were serious sufferers by the horsemen who trespassed in order to avoid the dust.

The superintendents of the B division of police admitted that there was a second complaint of a similar kind against the defendant, and the case was adjourned that the second charge might be heard.

October 15th 1845

PRELIMINARY ANNOUNCEMENT – THE DIRECT EPSOM and SOUTH LONDON JUNCTION ATMOSPHERIC RAILWAY, having for its city terminus the Middlesex side of Southwark bridge, and connecting the South-Western, Portsmouth, Dover, Brighton, Croydon, and Dorking Railways. (Provisionally Registered, pursuant to Act 7th and 8th Victoria, cap.110.) A Company having for its object the above comprehensive scheme, has not been formed. A highly influential list of Directors will appear in a day or two; they are happy to state that they have succeeded in obtaining the able services of Francis Giles, Esq., as engineer. In the meantime any communication may be made to Messrs. Sudlow, Sons, and Torr, 20, Chancery-lane; Messrs. Campbell and Witty, 21, Essex-street, Strand; or at the offices of the Company, 48, Moorgate-street, city.

October 20th 1845

THE DIRECT EPSOM and SOUTH LONDON JUNCTION ATMOSPHERIC RAILWAY – Connecting the South-Western, the Portsmouth, the Dover, the Brighton, and the Croydon Railways. London terminus, Middlesex side of Southwark-bridge. Capital, £1,500,000, in 60,000 shares of £25 each. Deposit, £2 12s. 6d., per share. (Provisionally Registered, pursuant to 7th and 8th Victoria, cap.110.)

The object of this Company is to form a more direct railway between the town of Epsom and the metropolis than at present exists, or is contemplated by any other project.

This line of railway not only secures the important advantages of a speedy communication to the densely populated and wealthy district through which it passes, at present almost entirely excluded from railway accommodation, but it will also shorten the distance between London and Epsom about four miles, and by means of the main line, or

its branches, afford to the Direct Portsmouth, the Dorking, Brighton, and Arundel, the South-Western, the Brighton, and the South-Eastern Railways direct communication with the city of London and will form a more complete and convenient junction of those railways than any other yet proposed.

It is contemplated that the line shall be constructed upon the atmospheric principle, by which a cheap, speedy, safe, and frequent means of transit will be secured to the district through which it passes. It may be observed that any doubt which has hitherto existed as to the efficiency of that principle has, in the opinion of the promoters of this line, been most satisfactorily removed by recent trials upon the Croydon Railway, the results of which have exceeded the most sanguine anticipations; but the Committee will have power to adopt either the locomotive or atmospheric mode of traction through the line as may be considered most advisable.

The line, which is entirely free from engineering difficulties, will commence at the end of Queen-street, Cheapside, and passing over Southwark-bridge, will proceed through the borough of Southwark, near the Elephant and Castle, through Kennington, Clapham, Streatham, Tooting, and Mitcham, to Epsom, where it is proposed that a junction shall be formed with the Croydon and the Direct Portsmouth Railways. It is also proposed to make a branch from the main line in the vicinity of the Elephant and Castle to the Bricklayers' Arms station, and another short branch from Kennington to Nine Elms, by which means a junction will be formed at a comparatively trifling cost, between the South-Western, the Portsmouth, the Dover, the Brighton, and the Croydon Railways. There will be also another branch, which will cross the Camberwell New-road, and proceed nearly parallel with the Brixton-road to, or near to, the rear of the houses on the east side thereof, passing on to Cold Harbour-lane, Effra-road, near Brixton Church; it will thence proceed in a direction so as to afford accommodation to the inhabitants of Tulse-hill, Dulwich, and Norwood.

October 22nd 1845

THE DIRECT EPSOM and SOUTH LONDON JUNCTION ATMOSPHERIC RAILWAY – Connecting the South-Western, the Portsmouth, the Dover, the Brighton, and the Croydon Railways. London terminus, Middlesex side of Southwark-bridge, Capital, £1,500,000 in 60,000 shares of £25 each. Deposit, £2 12s. 6d. per share. (Provisionally Registered, pursuant to 7th and 8th Victoria, cap. 110.)

PROVISIONAL COMMITTEE

The line, which is entirely free from engineering difficulties, will commence at the end of Queen-street, Cheapside, and passing over Southwark-bridge, will proceed through the borough of Southwark, near the Elephant and Castle, through Kennington, Clapham, Streatham, Tooting, and Mitcham, to Epsom, where it is proposed that a junction shall be formed with the Croydon and the Direct Portsmouth Railways. It is also proposed to make a branch from the main line in the vicinity of the Elephant and Castle, to the Bricklayers' Arms station, and another short branch from Kennington to Nine Elms, by which means a junction will be formed at a comparatively trifling cost, between the South-Western, the Portsmouth, the Dover, the Brighton, and the Croydon Railways. There will be also another branch, which will cross the Camberwell New-road, and proceed nearly parallel with the Brixton-road to, or near to, the rear of the houses on the east side thereof, passing on to Cold Harbour-lane, Effra-road, near Brixton

Church; it will thence proceed in a direction so as to afford accommodation to the inhabitants of Tulse-hill, Dulwich, and Norwood.

November 17th 1845

| Title of the Company | Address of the Company, its Agency or Promoter | Capital | Number of Shares | Amount Paid per Share | Amount of Deposit |
|-------------------------------|--|-----------|------------------|-----------------------|-------------------|
| Direct Epsom and South London | L.H. Thompson, House of Lords | 1,500,000 | 60,000 | 25.0 | 2.12.6 157,000 |

November 19th 1845

PROJECTED RAILWAYS

Notices that application is intended to be made to Parliament, in the ensuing session on Behalf of the undermentioned schemes, appeared in the *Gazette* of Thursday night: – Epsom and Dorking.

December 4th 1845

PROJECTED RAILWAYS

In our list of the railway companies that have deposited their plans, &c., in compliance with the standing orders published in *The Times* of yesterday, we find that the following were accidentally omitted:-

- London and South Western Railway (London bridge)
- Ditto, Extension
- Ditto, Epsom branch.

January 14th 1846

RAILWAYS THE DEFUNCT SCHEMES

In our paper of the 17th of November, 1845, we inserted a list of all railway companies provisionally registered, 1,263 in number (exclusive of old lines); the following is a list of 879 of such companies who failed to deposit their plans on the 31st of December, 1845, and are, therefore, not prepared to proceed in the present session:-

- Direct Epsom and South London Junction Atmospheric.

January 26th 1846

RAILWAY PROJECTS – SESSION 1846

The following companies have taken the first step to bring their claims before Parliament by presenting their petitions for leave to bring in their bills:-

- Epsom and Dorking Railway.

February 11th 1846

DIRECT LONDON AND PORTSMOUTH RAILWAY

This line is proposed to be made from Epsom to Portsmouth, a distance of 60 miles. The estimated expense is 1,500,000*l*.

February 16th 1846

SPORTING INTELLIGENCE

HUNTING APPOINTMENTS

The Surrey stag hounds, Tuesday, Epsom; Saturday, Leather Bottle.

March 13th 1846

At a MEETING of Magistrates, Owners, and Occupiers of Property, and Residents in, or in the vicinity of, Epsom and Ewell, held at the Spread Eagle Hotel, Epsom, in the county of Surrey, on Wednesday, the 11th day of March instant.

The Baron de TEISSIER, of Woodcote-park, one of the Magistrates for the county of Surrey, in the chair.

It was moved by Henry Gosse, Esq., seconded by Peter Hunter, Esq., and carried unanimously:

That the proposed Branch Railway from the South Western Railway to Epsom, and for which a bill is now before Parliament, is calculated to afford very great convenience to the inhabitants of the towns of Epsom and Ewell and the adjacent district, and meets with the cordial approbation of this Meeting.

It was moved by Captain Lempriere, seconded by Mr. James Andrew, and carried unanimously:

That it is the opinion of this Meeting that the proposed line will also confer substantial advantages from its easy connexion with the Thames, and from the central position of the South Western Terminus in course of construction near Waterloo-bridge, and it is highly desirable notwithstanding the line now making by way of Croydon.

It was moved by Richard Digby Neave, Esq., seconded by William Taylor, Esq., and carried unanimously:

That the petitions to both Houses of Parliament in favour of the proposed line read at this Meeting be approved of and signed.

It was moved by Mr. James Chandler, seconded by Mr. Thomas Tompson, and carried unanimously:

That the petition to the House of Commons be forwarded by the Chairman to John Trotter, Esq., one of the Members for this division of the county for presentation, with a request that he will support the prayer thereof, and render his assistance in the promotion of such bill through Parliament.

It was moved by Nathaniel Alexander, Esq., seconded by William Everest, Esq., and carried unanimously:

That the thanks of this Meeting be given to the Baron de Teissier for his kindness in presiding at this Meeting, and for his able conduct in the chair; and that he be requested to take charge of the petition to the House of Lords, and to forward it at the proper time through such channel as he may think most suitable.

March 26th 1846

SELECT COMMITTEES ON BILLS

Group 16 – Room No. 2

The Committee met at 12 o'clock. Present – Sir Charles Douglas (Chairman), Mr. Lockhart, Viscount Pollington, Hon. O. Duncombe, Mr. Blewitt.

Mr. Hope proceeded to open the case of the Epsom Branch. This was a legitimate extension of the London and South-Western line. It would bring the Epsom

people within 12 miles of Vauxhall-bridge, and 14 miles of Waterloo-bridge. Epsom at certain times was crowded with visitors. Between that town and Dorking a population of 8,000 would be accommodated. The consumption of coals in this neighbourhood exceeded 20,000 tons, at a conveyance expense of 10s. per ton. By this branch coals could be conveyed without any shifting at all. By means also of the short line, familiarly known at Punch's line, which was now in the hands of the London and Birmingham and Great Western Railways, and would eventually be continued to Commodious wharfs on the Thames, an enormous traffic would be brought to the South-Western line for conveyance to the southern parts. At Ewell, close to Epsom, a large trade is carried on in pottery and brickburning, chiefly with the western parts of London; as much as 3,000 tons of goods are sent to Vauxhall from this place, and the same quantity of coals carried back. Thus they provide for this district a good west-end terminus for goods and passenger traffic. He now, therefore, came forward with this branch in deference alone to the wishes of the people of Epsom, which had been constantly and broadly proclaimed. The learned counsel then called...

March 27th 1846

Group 16 – Room No. 2

This committee met at 12 o'clock; present, Sir C. Douglas, chairman; Mr. Lockhart, Viscount Pollington, Hon. O. Duncombe, and Mr. Blewitt.

LONDON AND SOUTH-WESTERN RAILWAY (EPSOM BRANCH)

Mr. Farmer, a magistrate, spoke in favour of the line, but did not think it would support two lines; still, as the feeling of the people was decidedly in favour of the South-Western scheme, it was hard they could not have which they wished.

Mr. Bothwell, a coal-merchant and lessee of the chalk and lime pits at Dorking, spoke in favour of the proposed line.

Mr. Nelson, an architect, proved that this line would become highly important.

Mr. Prior, Chairman of the Coal and Corn Association in London – Has about 100,000 tones from his coal wharf at Newcastle yearly, for London and the coast. Wherever a railway was opened the demand for coal was immediately increased. Could deliver coal for lime-burning at Epsom at 15s. 10d. by means of this railway, and household coal at 17s. 10d.; by the Croydon line the cost would be 22s. 2d.

A variety of evidence was gone into to prove the necessity of this line verging towards the West-end, as well as the other towards London-bridge.

The room was then cleared, and on our readmission,

The CHAIRMAN intimated that up to the present moment no evidence had been brought to induce them to come to a different conclusion from that arrived at by the committee in 1844. He intimated this to save the expense of bringing any further evidence of a similar character, but they should be ready to hear all the witnesses the promoters might bring before them.

The committee adjourned at 4 o'clock, to 12 this day.

March 28th 1846

Group 16 – Room No. 2

This Committee met at 12 o'clock. Present – Sir C. Douglas (Chairman), Mr. Lockhart, Mr. J. Pollington, Hon. O. Duncombe, and Mr. Blewitt.

LONDON AND SOUTH-WESTERN RAILWAY (EPSOM BRANCH)

Notwithstanding the intimation of the Committee yesterday, this case was continued.

Mr. Stovin, manager of traffic on the South-Western line, spoke generally to the traffic on his line, and the increased amount of hardware and Manchester goods to be expected by means of the West London Railway, at a great reduction in price.

Mr. Locke, the engineer of the line, described its course. There would be stations at Maldon, Ewell, and Epsom. The estimated cost would be 90,000*l.*, and the line could be constructed within a year. The working expenses of the locomotive system was 10d. per mile. On the atmospheric the outlay in wages and fuel alone was 2s. 10d. per mile. A long examination ensued to show that a mineral traffic could not derive any benefit from the atmospheric principle.

The CHAIRMAN ordered the room to be cleared, and afterwards decided that the Committee would not go into any evidence of the atmospheric principle. Parliament had sanctioned a trial of that system in 1844, and they would not prejudge the result.

Mr. Locke re-examined – Had always believed that the passenger traffic to Epsom on the race weeks alone would well repay any company for an outlay of 90,000*l.*, and he thought it a great hardship that people then desiring a west end terminus should be obliged to trust to an atmospheric line.

The promoters' case being now closed,

The Committee, after a short consultation, decided that they should not call on Mr. Austin to proceed, being of opinion that the preamble of the bill had not been proved.

Adjourned to Monday next, at 12 o'clock, when the Farnham and Alton (South-Western branch) will be taken.

May 23rd 1846

EPSOM GRAND STAND – The Lessee of the Epsom Grand Stand hereby gives notice, that no person GUILTY of any MALPRACTICES, or notoriously in default in respect of stakes, forfeits, or bets, lost upon horse-racing, will be ADMITTED within the Grand Stand or its inclosure during any race-meeting at Epsom, and if any such persons should gain admittance therein or thereupon, he will be expelled upon his presence being pointed out to the Stewards for the time being or to HENRY DORLING, Clerk of the course.

Epsom, May 1, 1846

EPSOM GRAND STAND – The nobility and gentry are respectfully informed that the HORSES to RUN for the DERBY, the Oaks, and every other RACE at EPSOM will be SADDLED in front of the Grand Stand. The lawn is now raised to the level of the principal floor of the building, similar to, but much larger than Ascot. The whole building has been thoroughly cleaned and superbly decorated. The spacious betting rooms are on the principal floor; and on the first floor two new and elegantly furnished rooms are reserved exclusively for ladies, where respectable female domestics will be always in attendance. The new grand entrance has been made at the back of the building, with a spacious court-yard, enclosed for the reception of company. Ticket for the week a sovereign: or, for Tuesday 5s., Wednesday 10s., Thursday 5s., Friday 7s. 6d.,

which can be obtained at Dorling's printing-office, High-street, Epsom, or at the New Grand Entrance at the back of the Stand only.

May 28th 1846

EPSOM RACES – We understand the booths, &c., on Epsom Downs have been let this year by Mr. Briscoe, the lord of the manor, for 700*l.*, three-fourths of which (about 500*l.*, minus some attendant expenses) have, with great liberality, been handed over by that gentleman to the stewards to be added to the racing fund. This sum has been appropriated by them to be ran for during the current year in addition to the various stakes and plates. It is worthy of remark, that this is only in accordance with the spirit of liberality with which this gentleman has now acted for many years, although not generally known.

May 28th 1846

MONEY-MARKET AND CITY INTELLIGENCE

The “Derby day” at Epsom has ever been proverbial for creating an almost total cessation of business on the Stock-Exchange, and to-day forms no exception to the general rule, though the market is, if anything, a shade firmer. The intelligence of Prince Louis Napoleon's escape, published in the second edition of *The Times*, has not produced any effect on prices. The last quotation of Consols is...

May 30th 1846

TO THE EDITOR OF THE TIMES

Sir – Foreigners visiting England for the first time are generally prepossessed in favour of English order, honesty, and decorum, till the veil is somewhat rudely torn from their eyes, when they witness such scenes as occurred yesterday at the South Western Railway stations, at Nine Elms and Kingston. At the first of those places, in front of a narrow door termed “the gate”, a party of sedate Spanish gentlemen and myself, having endured a torture akin to that called “pressing to death,” for at least a quarter of an hour, by desperate efforts got clear of the struggling mass, gave up all thought of performing part of the journey to Epsom by railway, and hired a cab. Nevertheless we were doomed to return to the South Western again. Our cabman, though engaged on his own terms, having basely deserted us at Epsom, we had the alternative to walk to Kingston or ride in a higler's pony cart. At the Kingston station, *nolens volens*, the crushing ordeal was passed through. In the rush and struggle I received a blow in the face from the stick of some knave or fool before me, for such his exclamation of “Break open the door, and floor the police,” declared him to be. One of my Spanish friends lost a valuable gold watch in the same place; it was torn from his neck with such violence that a strong guard chain was broken in two places. The police, to whom I appealed on the spot, said they could do nothing; and the officials hustled us into the train, glad to get rid of us, while the robber coolly pocked his pelf, and, of course, accompanied us to town with impunity.

Sir, if I may judge from the exclamation of several respectable individuals in the crowd, when those discreditable scenes took place, they were far from participating or assisting in such mad displays of brute force – it is, therefore, to the members of the swell mob and light-fingered gentry we are indebted for the tumult and confusion reigning in

front of railway stations and theatre doors. Public opinion condemns, but who is to remedy the evil? In this emergency it would be well if we imitated our mercurial neighbours the French, and introduced the police regulations enforced at the doors of their places of public resort or amusement. In France two or three gens-d'armes are quite sufficient to enforce those regulations and restrain every man in his place, the people themselves aiding the police to preserve the line, and compelling the English or foreign innovator who would attempt to force a passage to the door to retire to the rear with cries of "A la queue," "A la queue!" Trusting that you will not suffer this grievance to remain unredressed.

I am, Sir, yours, &c.,
A STRANGER'S FRIEND

July 6th 1846

MONEY MARKET AND CITY INTELLIGENCE

Among the companies making immediate application to the Vice-Chancellor's Court for the return deposits are the following:- York and Leeds branch, Croydon and Epsom, and Dorking Extension, 8,500*l*.

September 29th 1846

WEST SURREY REGISTRATION – Notice is hereby given, that SAMUEL CHARLES CROSS FISH, Esq., and JOHN DEEDES Esq., are the Barristers appointed to REVISE the LISTS of VOTERS for the COUNTY of surrey, and that one of them will hold Courts for the purposes of Revising the Lists of Voters for the Western Division of the said County, at the several places and times hereunder mentioned, viz:-

At the Spread Eagle, Epsom, on Wednesday, the 13th day of October, at 9 o'clock in the forenoon precisely, to revise the lists of voters for the parishes and places following, viz.,

Ashted, Banstead, Chessington, Cuddington, Effingham, Epsom, Ewell, Fetcham, Great Bookham, Headley, Leatherhead, Little Bookham, Stoke D'Abernon, Thames Ditton, Walton-on-the-Hill.

And notice is hereby further given, that if there is any parish or place for which a list of voters is made, the name of which is not above set forth, the revision of the list of voters thereof will be held at the polling place to which such parish is allotted.

And notice is hereby further given, that the Overseers of every parish and township within the Western Division of the said county are hereby desired to attend at the Court herein appointed for the revision of the lists of voters relating to their said parishes or townships, when they will be required to deliver to the Barrister holding such Court the original notices of claim and notices of objection which shall have been given to them.

RICHARD ONSLOW, Deputy Clerk of the Peace.
North-street, Lambeth, Sept. 25, 1847 [*sic*].

October 24th 1846

SUDDEN DEATH IN A GIG – On Wednesday an inquest was held before Mr. Carter, at Ewell, as to the death of James Waghorn, aged 76, one of the most wealthy farmers in that part of Surrey, and a most eccentric character. Deceased was in the daily habit of driving round the neighbourhood in his pony chaise, and about 1 o'clock on

Tuesday was just entering Ewell with the reins in his hand, when a person named Palmer touched his hat to him. The deceased made a slight nod, and then bent forward as if to save a basket at his feet which seemed to be rolling out of the chaise. In doing this he pulled the horse on one side, and the carriage got into one of the ruts of the road, which caused him, as was thought, to fall out by the roadside. Palmer instantly ran to his assistance, and found that he was perfectly insensible. He carried him to the William IV tavern, and a surgeon very promptly was with him, but he died in about 10 minutes. A verdict was returned, "That death was the result of apoplexy, accelerated by the fall." The deceased was a rich man, much respected, but very eccentric in his manner. Those who have been to Epsom races well remember "Old Waghorn"

June 30th 1847

EWELL DEANERY – The first stone of the Deanery and parish church of Ewell was laid by Sir John Rae Reid, Bart., M.P., on Saturday last, in consequence of the dilapidated state and insufficient accommodation of the present church. The gentry connected with the place and the clergy of the Deanery were entertained at luncheon by the Rev. Sir George E. Glynn, Bart., lay rector and vicar; after which divine service commenced in the church at 3 o'clock. The Rev. R. Tritton, Rural Dean, addressed a numerous congregation in behalf of the building fund, which is yet short of the sum required by about 900*l.*, and a collection was made amounting to 64*l.* 16*s.* 1*d.* The church now building will increase by more than double the present accommodation in the parish, the old church seating 450, while the new one is to contain 948. The contract is taken by Mr. G. Myers, of London, and Mr. Killick, painter, of Ewell, at 5,022*l.* The architect is Mr. Henry Clutton, 8, Whitehall-place.

January 1st 1848

THE LONDON, BRIGHTON, and SOUTH COAST RAILWAY COMPANY are prepared to CARRY GOODS, Coal, Lime, &c., to and from their stations: CROYDON, Redhill, Carshalton, Sutton, Cheam and Epsom. parties wishing to rent coal yards at any of these stations may do so on application to Mr. Geo. Hawkins, at New-cross; or to PETER CLARKE, Manager.
London, Dec. 31. 1847.

January 14th 1848

RAILWAY INTELLIGENCE

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY

Yesterday a numerous meeting of gentlemen residing on the Croydon and Epsom branch of the above line took place at the North and South American Coffee-house, to receive the report of the deputation appointed to wait upon the directors of this line to obtain some relief from them relative to the irregularity of the trains and other inconveniences to which they are subject on their transit to and from their business and residences.

Mr. DAVENPORT, who acted as chairman, said, he was sorry it was not in his power to state to the gentlemen present that the objects of the committee had been obtained from the directors of the Brighton company. It was the wish of the committee to have had a written reply; this was refused. It was then urged that a reporter should be

allowed to be present and take notes of the proceedings. This was also refused. In the first place the directors denied there was any alteration in the time tables, and in reference to the want of punctuality in the arrival of the trains, said it could not be avoided and was common to all lines. They ceded to the request that lights should be allowed in the carriages. They declined making any alteration in the day tickets, and also refused to give covered carriages for the accommodation of third class passengers, which was of the most vital importance to the poorer classes. (Hear.) At present they are mere trucks, and to show the view in which they are spoken of by the servants of the line, he had heard one say to the other, when these carriages on one occasion were crowded, "We have a good lot of convicts to-day." (Hear.) They have consented to put the quarter past 7 o'clock train on again, but refused the third class to the quarter-past 10 o'clock train. (Hear.) He thought they were for the present very little better off than before the memorial was presented. As residents on the line, he felt they were entitled to more extended accommodation. (Hear.)

Mr. MOORE observed, as one of the committee he was thankful for having obtained the quarter-past 7 o'clock train, as well as another midday train, with an enlarged accommodation at the stations. He would recommend waiting a little time to see whether upon further reflection the directors would not be disposed to grant still further relief to the residents, before they proceeded further. In the present state of society it was impossible for them to continue the present third class carriages, he was sure they must alter them, and that in a short period of time. (Hear.) If further accommodation were not afforded he would be ready to commence again *de novo*. (Cheers.)

Mr. MAITLAND said, that the third class carriages were a disgrace to the company. On one occasion, on his arrival at the terminus, he had handed out four young children, with their mother, who had an infant in her arms, all drenched to the skin by the rain, to which they were exposed for the want of a covering to the carriage. (Cries of "Shame".) He was sure the Government would find a remedy for such grievances. (Hear.) He (Mr. Maitland) had formed one of the deputation, and every question put to the directors by them was referred by the directors to Mr. Clarke (hear.), who, he (Mr. Maitland) was informed, received a commission upon every pound saved in working the line. He would conclude by recommending the presenting a memorial to the Government. (Hear.) He must, at the same time, testify to the very civil and obliging manner in which the servants of the line conducted themselves. (Hear.)

After some further observations a resolution was passed:- "That the committee be not dissolved, but that it continue to meet, and be empowered to take such steps as it may think necessary to obtain relief from the grievances of which they complained."

A vote of thanks was then passed to the chairman and committee, and the meeting departed.

April 1st 1848

EPSOM RACES – First Spring Meeting, Friday, April 7, 1848 – Great Metropolitan Stakes – The LONDON, BRIGHTON, and SOUTH-COAST RAILWAY COMPANY will run EXPRESS TRAINS from the London-bridge Station to Epsom, from 9.15 o'clock in the morning until 1.15 p.m., returning from Epsom from 4 p.m. until 8 p.m.

Ordinary Trains, with 1st, 2d. and 3d. class carriages, will run from London-bridge to Epsom, from 7 a.m. until 9.15 a.m., and from Epsom to London from 8 p.m. until 10 p.m.

On Thursday morning, April 6, an Express Train will leave London-bridge at 7.15 a.m., and return from Epsom at 1p.m.

Tickets from London to Epsom and back, entitling the holder to be admitted by a private entrance at the stations (London-bridge and Epsom), may be obtained at the London-bridge Station, on Wednesday, the 5th, Thursday, the 6th, and Friday, the 7th of April; at Griffin's Green Man and Still, Oxford-street, and the Golden Cross, Charing-cross, on Thursday, the 6th; and at Tattersall's Subscription Rooms, on Monday, the 3d, and Thursday, the 6th of April.

Fares by Express Trains

First Class, to Epsom and back .. 7s. 6d. To or from Epsom .. 4s.

Second Class Ditto .. 5s. 6d. To or from Epsom .. 3s.

No third class passenger can be booked at London for Epsom between 9.15 a.m. and 3.15 p.m., or at Epsom for London, between 2.50 p.m. and 8 p.m.

On and after the 1st of April horses and carriages will be conveyed to Epsom by the 9.15 and 11.15 a.m. trains, and from Epsom by the 2.50 and 5.50 p.m. trains, except on the race day, when they cannot be conveyed between 8 a.m. and 8 p.m.

T.J. BUCKTON, Secretary

April 6th 1848

MACKENZIE'S RAILWAY TIME and FARE tables for April, of all the Railways, price 1d., post free 2d; also Epsom Race Trains, Newmarket Line (opened on the 4th), Brighton and Portsmouth Good Friday Trains, Direct Lines to Scotland, Yarmouth, &c. – 111, Fleet-street, all railway stations, booking-offices, booksellers, newsmen; Heywood, Manchester.

April 10th 1848

THE CHARTIST DEMONSTRATION

After many rumours of a conflicting character which for the last two days have kept the metropolis in a state of the utmost anxiety and suspense, it has been at last definitively settled that the Chartist meeting on Kennington-common, and the procession thence to the House of Commons shall, in spite of the Government proclamation, take place to-day, as originally intended. The Government announcement, the extensive military preparations, and the precautions adopted with such unanimity by an overwhelming number of the inhabitants, have all failed to shake the determination of the leaders in this mad movement to persevere in their intentions. Rumours are current that Mr. F. O'Connor is to be *non est inventus* on the occasion; that he has given himself out to be suffering from inflammation of the lungs, and is obliged to be absent on business in Gloucestershire (sic). But by another report it is said that he returns to town in time to take part in the proceedings. It is certain that he has asked and obtained leave of absence from "The National Convention" until today. The following is the programme of the proposed procession.

...Parties coming from... Merton, Tooting, Epsom, Kingston, Wimbledon, Wandsworth, and places adjacent, are to take up their position on Clapham-common at 9, whence they will proceed direct to Kennington. Parties from the country...

May 18th 1848

EPSOM RACES, Tuesday, Wednesday, Thursday, and Friday, the 23d, 24th, 25th, and 26th of May 1848 – The LONDON, BRIGHTON and SOUTH COAST RAILWAY COMPANY will RUN SPECIAL TRAINS on the above days from the London-bridge Station to Epsom, from 9.15 a.m. until 1.15 p.m., returning from Epsom from 4 p.m. until 8 p.m. Ordinary trains with 1st, 2d, and 3d class carriages will run from London-bridge to Epsom, from 7 a.m. until 9.15 a.m., and from Epsom to London from 8 p.m. until 10 p.m., on Tuesday, the 23d, and Thursday, the 25th May. On Wednesday, the 24th, and Friday, the 26th of May, the Derby and Oaks days, tickets to Epsom will be issued at London-bridge, from 7 am. up to 9.15 a.m., price 2s. 6d. each; and from Epsom to London, from 8.15 p.m., at the same fares. Tickets for the special trains from London to Epsom and back, entitling the holder to be admitted by a private entrance at the stations, London-bridge and Epsom, may be obtained at the London-bridge stations, the Eastern Counties Railway Station, Bishopsgate, at Griffin's Green Man and Still, Oxford-street, and the Golden Cross, Charing-cross, on Monday, Tuesday, and Wednesday, the 22d, 23d, and 24th of May, and at Tattersall's Subscription Rooms, on Thursday, the 18th, and Monday, the 22d May. Fares by special trains, to Epsom and back, 7s. 6d., to or from Epsom 4s. An express train to Epsom from London-bridge on Sunday, the 21st inst., at 5.30 a.m., returning at 3.45 p.m. No third-class passengers can be booked at London for Epsom between 9.15 a.m. and 3.15 p.m., or at Epsom for London between 2.50 p.m. and 8 p.m.

T.J. BUCKTON, Sec.

London Terminus, May 12, 1848

May 24th 1848

BEGGING at EPSOM – It is unanimously agreed this year, amongst all the carriages, barouches, phaetons, britskas, and respectable carriages, one-horse broughams included, to prohibit and put down, if possible, the growing practice of begging, which has been carried on lately to a most alarming extent at Epsom. With this view it has been resolved, by the joint papas and mammas, not to notice any hungry-looking young gentleman who advances to the carriage to remark, "What a beautiful day it is!" or any such shabby, empty pretence for being invited to luncheon. Daughters have been instructed also to turn away their heads suddenly, and stare in an opposite direction, as soon as they see any juvenile beau of their acquaintance approach, as it is declared quite impossible for any parent who does not take down a booth with him to find refreshments for the numerous young gentlemen who go about the course seeking what they may devour. These precautions, it is said, have been found necessary by those who possess carriages and take down hampers, in order to guard against the possibility of a shortness of provisions or any chance of a famine; for, last year, so many went down by the rail and the cheap coaches that it was quite a race after the Derby, almost surpassing it in excitement and intensity of struggle, to get anything to eat or drink, there having been so many hundred mouths to fill who had not contributed a single wing or liver or backbone, or glass of cider, to the general stock of provisions. These resolutions may appear harsh

and selfishly severe, but it must be borne in mind that these gentlemen strollers flock down in swarms, with nothing more than a paper of ham sandwiches, trusting entirely to their friends, or the slightest acquaintance, for their dinner and wine; and ham sandwiches are known rather to irritate thirst than to allay it. All genteel begging, therefore, is to be suppressed with the utmost severity of respectability, though we have no doubt that these fashionable laws will be broken through long before the afternoon, as a good dinner proverbially sharpens good-humour, and it will be found impossible for those who have not paving stones for hearts to refuse the customary alms to a poor fainting fellow, whose hollow cheek evidently proclaims he has not had a plateful of anything all the day, and whose husky voice tells too plainly that not a drop of champagne has passed his dusty lips since the morning – *Punch*.

May 25th 1848

SPORTING INTELLIGENCE
EPSOM RACES
THE DERBY DAY

...not been seen on it for many years. The assemblage of pedestrians was immense, the great majority of them having been brought down by the London-bridge trains. This line of transit, notwithstanding the crowds that flocked by it, was rapid and satisfactory, exhibiting a very marked improvement over the arrangements of last year, and giving promise of something like perfection for the future. A large number from the West-end took the Nine Elms route to Kingston, and thence chiefly by hired conveyances to the course. The *élite* of them had either their own saddle-horses or friends' carriages waiting for them at the Kingston station, and if quantity, or rather number, failed in proportion of past years, quality made ample amends. Nor were the old turnpike-roads deserted. They did not present the grotesque appearance of yore, but certainly they recalled to our minds the best feature of other times, by a continued line of vehicles of first and second-class character. There were, in consequence, a greater number of private carriages, four-in-hands, pairs and posters, on the Downs than we could have anticipated. This not only gave animation to the road, but it pleasantly broke the monotonous aspect that legions of foot people would leave given to the Downs.

January 9th 1849

EDUCATION – The Grange, Ewell, near Epsom, Surrey. Terms from 35 to 45 guineas per annum. – The LADIES will RE-ASSEMBLE on the 27th of January. Professors attend from London. The situation is healthy, and all its appointments suitable to a superior school. Mrs. COLE has devoted many years to this sacred duty, and can with pleasure refer to the friends of her pupils. Prospectuses at Mr. Willis's, 119, New Bond-street; or an interview with Mrs. Cole from 10 until 2 o'clock at 32, Norfolk-street, Strand.

February 12th 1849

SERIOUS CHARGE AGAINST A SOLICITOR – EPSOM, Feb. 10 – Mr. Thomas Henry Bartlett, a solicitor, practising in this place, was apprehended on Monday last, on a warrant issued by the local magistrates, charging him with criminally assaulting a young lady, who at the time of the alleged offence taking place was resident under his

own roof. The complainant's name is Miss Maria O'Grady; she is a daughter of the late Lieutenant O'Grady, of the 9th Foot, who was shot in a duel about 12 years since by a Captain Smith, who, it is said, is brother of the Princess of Capua. After Lieutenant O'Grady's death his widow married Mr. Waghorn, of Ewell, an extensive an brick and tile manufacturer, but in consequence of some unhappy differences arising a separation took place about two years since. Mrs. Waghorn some time afterwards, being very much reduced in circumstances, applied to the guardians of the Epsom Union for relief, and her case exciting some interest, Mr. Oades, of Banstead, one of the guardians, charitably undertook to receive the complainant into his family as a nursery governess. Miss O'Grady remained in Mr. Oades' family a very short time, and when that gentleman desired to get rid of her, he applied to Mr. Bartlett [...] who had been employed by Mrs. Waghorn in some legal proceedings she had instituted against her husband to learn that lady's address. Mr. Bartlett, who is a married man without any family, did not furnish Mr. Oades with the desired information, but at once undertook to receive the young lady under his own roof. Here Miss O'Grady appears to have remained some time as a sort of companion to Mrs. Bartlett, during whose absence from home, in the month of November last, the offence is alleged to have taken place. Miss O'Grady states in her deposition taken before Baron de Tessier, Mr. Northey, and Mr. Grosse, magistrates acting for the district, that on the night of the 6th of November last she was alarmed by discovering Mr. Bartlett by her side in bed with her, and that in spite of her entreaties and expostulation he succeeded in accomplishing her ruin. The length of time which has elapsed since the commission of the offence Miss O'Grady thus accounts for:- She says that within one week of the alleged occurrence she was sent by Mr. Bartlett to Liverpool, with directions to proceed on her arrival to the houses of certain parties resident in that place; that on reaching Liverpool she endeavoured to seek out the parties referred to, and after some trouble discovered that one of them was dead and other gone to America; that being in a strange place without funds, she made application to the Mayor of Liverpool who very kindly assisted her with money to procure a passage back to London by the railway; that on reaching town she sought out her mother, and then for the first time acquainted her parent with Mr. Bartlett's conduct to her; that they immediately went down to Epsom and prepared to lay the charge now made before the bench. Miss O'Grady adds, that she complained of Mr. Bartlett's conduct on the following morning to a domestic servant, the only woman besides herself in the house. this woman, it appears, was sent away from Epsom simultaneously with complainant's departure for Liverpool, and all efforts on the part of the police to trace her destination have hitherto proved unsuccessful. On hearing these circumstances the magistrates granted a warrant against Mr. Bartlett, who was apprehended by Inspector Kennedy on his return from town on Monday night. On the following day he was brought before the bench, and the complainant having repeated her statement the magistrates decided on remanding the case. They consented, however, to take bail for Mr. Bartlett's appearance on the day of adjournment – himself in 300*l.* and two sureties in 250*l.* each. The proceedings have excited great interest in the neighbourhood, and the adjourned examination is looked forward to with much interest.

February 13th 1849

CHARGE OF RAPE AGAINST MR. BARTLETT, THE SOLICITOR. – Yesterday, being the day appointed for the re-examination of Mr. Bartlett, who had been

bailed, the magistrates met at the Coffee-house, Epsom, when Mr. Owens and Captain Besant, the sureties for his appearance, informed the bench that he had that morning been arrested under a civil process, and that the officer had insisted upon conveying him to London by the 11 o'clock train. The arrest was at the suit of Mr. Scott upon a note given by Mr. Bartlett for 90*l.*, in part payment of 600*l.* for the purchase of his business at Epsom. the magistrates having ordered the depositions at the former examination to be read, consulted together for a short time, after which the chairman said the course on which they had determined, was to endorse the recognizances, and thus render the bail liable; but they would be withheld from the clerk of the peace until after an opportunity had been given to procure the attendance of the accused. Mr. Borthwick, on the part of the prosecution, had no objection to this course. The chairman observed, that the case had been weakened considerably by the fact of the charge having been whispered about for some time previously; indeed, the accused, by his solicitor, was present to answer the charge before it was made. Mr. Borthwick said he fully believed the criminal act charged had been committed under circumstances of great violence. The proceedings were then adjourned for a week, and a detainer was directed to be lodged against Mr. Bartlett, at Horsemonger-lane Gaol, and an application made to the governor for his production before the magistrates.

The Alleged Case of Violation at Epsom:

The Times February 19th 1849

The Times February 22nd 1849

Details of evidence of case:

February 23rd 1849

EPSOM, Thursday

The magistrates reassembled this morning for the purpose of further proceeding with this investigation.

The CHAIRMAN called on Mr. Owen to proceed with the defence.

Mr. Owen proceeded at great length to analyse the evidence of the prosecutrix, which he described as exceedingly contradictory in many important particulars. He particularly alluded to the great improbability of the prosecutrix's statement, to the effect that she gave an alarm on the night of the alleged rape. Had she done so, it must have been overhead by the servants. Mr. Owen here corroborated that portion of Mr. Bartlett's statement in which he described that the affair had been first treated as a case of seduction, and tendered his own evidence to prove the fact.

Mr. Bickley objected to this course. He said it was a rule of law that no advocate could call himself as a witness. Verdicts had been set aside on this very question.

The Bench, having decided on not admitting Mr. Owen's evidence on this point, called upon him to proceed.

Mr. Owen then said, he was prepared to prove that the mother of Miss O'Grady had publicly declared, that as Mr. Bartlett would not give 1,000*l.* to stay this prosecution, she would be revenged upon him.

The CHAIRMAN said the Bench were not inclined to go into the question of the conduct of the mother.

Mr. Owen regretted this circumstance very much, inasmuch as it would have enabled him to show the true complexion of the case. Though there might have been a high moral offence committed, and as the father of a family he should be one of the last to say anything in defence of that crime, still he contended there was not a tittle of evidence to prove that what had happened to the prosecutrix had not taken place of her own free will and consent.

Several witnesses were here called for the defence, but their evidence was of the same character as that of those already examined. Now and then the Bench thought for a moment that they had extracted some important fact from a witness's testimony, but the next instant all was chaos again, and any attempt to extract a clear and unvarnished statement from either utterly failed.

At the close of the examination,

Mr. Borthwick replied on the whole case in an eloquent address, which occupied more than an hour in its delivery.

The statement alluded to by Mr. Owen was here asked for by the Bench; but the counsel for the prosecution refusing to allow Mr. Owen to inspect it the magistrates declined to look at it.

The magistrates here retired for a few minutes.

On their return into court,

The CHAIRMAN said – At length we have come to an end of this very painful and perplexing inquiry. It is one that we have felt necessarily involved, as was justly observed by Mr. Borthwick, very important consequences to the parties interested, and therefore we have gone more fully than perhaps it is usual to go into charges even of this serious nature. It is the legal character of the evidence, of course, that we have to do with here. It is impossible for us to analyse it – it is too contradictory and too complicated to admit of that. We must look at it, therefore, rather in the mass. We have come to a decision. I dare say we have feelings as men which cannot fail to be awakened by an affair of this kind. We have come to this conclusion, that from the evidence there is but too much reason to think and to fear that this unfortunate young woman has been very ill-used; that, where every generous and manly feeling should have been called forth to protect and defend her, she has been sacrificed. I do not know that she is the first victim, but looking at the whole of the evidence, and at all the circumstances of the case, we have come to this conclusion – and it is not without doubt in our own minds that we have come to it – that there is not enough in the evidence to raise that fair and “probable presumption” that the legal crime of rape has been committed by the prisoner, to induce us to send the case for trial. The prisoner is therefore discharged, and this case is ended.

This announcement was received by the crowd of spectators with audible marks of satisfaction, which were immediately repressed by the officers of the Court.

Mr. Owen was here about to address the magistrate, but

Mr. Gosse stopped him, observing that he wished not one word to be said by any party.

The Court was now adjourned.

Mr. Owen having bowed assent,

Mr. Gosse said – Yet one word I will say; and that is, we have not come to this conclusion without a strong and painful doubt in our minds; but it is some satisfaction

for us to know that, even after all, what we have now decided is not absolutely final. It is still in the option of parties to prefer a bill of indictment for this very offence.

Mr. Bartlett, having been formally discharged, was here taken into custody by Mr. Keene, on a civil process for the debt for which he had been originally placed in Horsemonger-lane.

The discharge of Mr. Bartlett appeared to give rise to considerable satisfaction among the townspeople of Epsom, and, when the news became known, three cheers were given in front of the Spread Eagle Inn, near which his late residence is situated.

March 27th 1949

SPRING ASSIZES

HOME CIRCUIT

KINGSTON, Monday March 26

Henry Wilson *alias* Durrant, 23, was indicted for breaking into the parish church at Ewell and stealing a surplice and other articles, the property of the Rev. James Arthur Dannage.

The prisoner was also indicted for being feloniously at large before the expiration of a period of transportation to which he had been sentenced in 1847.

It will be remembered that at the Spring Assizes at this place in 1847, the prisoner was tried for a robbery at the residence of the Archbishop of Canterbury, at Addington, and upon his conviction he was sentenced to be transported for ten years. After his sentence he was taken back to the gaol at Kingston, and he contrived, during the temporary absence of the turnkey, to scale the wall, and make his escape, and nothing was heard of him until he was re-committed to take his trial upon the first-mentioned charge.

The prisoner pleaded "Guilty" to both indictments. Sentence was deferred.

April 5th 1849

LONDON, BRIGHTON and SOUTH COAST RAILWAY – Reduction of Charge on Periodical Tickets – With a view to encourage building, and extend the facilities for suburban residence to a more numerous class, in connexion with their Croydon and Epsom line, the Directors have resolved to adopt the following SCALE of CHARGE for PERIODICAL TICKETS:-

ANNUAL TICKETS

| | 1 st Class | 2 nd Class |
|---|-----------------------|-----------------------|
| Between London and Forest-hill, Sydenham, Annerly, or Norwood | £18 | £12 |
| Between London and West Croydon, or Carshalton | £22 | £14 |
| Between London and Sutton, Cheam, Ewell, or Epsom | £24 | £16 |

When two or more tickets are taken at the same time, and for the same station, by members of the same family residing under the same roof, a deduction will be allowed of ten per cent.

In order to give every reasonable assurance to parties settling on the line, the Company are prepared to issue periodical tickets, renewable from year to year, on the same terms, at the option of the holder, for an extended period of years. Application to be made personally to the Secretary, of whom further particulars may be obtained.

By order, T.J. BUCKTON, Secretary

London Terminus, April 4, 1949

April 18th 1849

LONDON, BRIGHTON and SOUTH COAST RAILWAY. – The directors of the London, Brighton and South Coast Railway Company, in order to encourage building in the vicinity of their Croydon and Epsom lines, have considerably reduced the scale of charges for periodical tickets; and, to remove an objection which hitherto has had great influence – namely, that when parties have built or leased dwellings the fares may again be raised, the directors state that they are prepared to issue tickets renewable from year to year on the same terms, at the option of the holder, for an extended period of years. Further reductions are offered in the case of families – a course which has been found highly beneficial to the company on the Dublin and Kingstown Railway. We believe it was the (old) Manchester and Birmingham Company who offered a free ticket for life to the head of any family who should build a house contiguous to their line, it being considered that the money received for the conveyance of the other members of the family, and their visitors, and the carriage of goods for their use, would well repay the company for the free ticket – *Railway Record*.

May 11th 1949

LONDON, CROYDON, and EPSOM RAILWAY – Epsom Surrey. – Valuable Freehold Building Ground, comprising about 22 acres, immediately adjoining the Epsom Station of the London, Corydon, and Epsom Railway. – The Directors of the London, Brighton, and South Coast Railway Company are prepared to treat for the SALE or for LETTING the whole or any portion of the above PROPERTY, and as their principal object is to encourage building in the immediate vicinity of the railway, parties tendering are requested to state in their offers the number and description of the houses they propose to build. A preference will be given and great facilities afforded to parties who will give security for the erection of houses of a good description. Particulars and conditions, with the form of lease, can be seen on application to Mr. Sutton, of the firm of Messrs. Sutton, Ewens and Co., 6, Basinghall-street, London, on and after the 23d instant. No tenders will be received after Monday, the 14th of May next.

By order, T.J. Buckton, Sec.

London Terminus, April 18, 1849.

May 25th 1849

1849 SPORTING INTELLIGENCE
EPSOM RACES - Thursday

An accident occurred on the Derby-day on the Brighton Railway, near the junction of the Epsom with the main line, which had wellnigh been attended with the most disastrous consequences. As we are informed, one of the special trains, which left Epsom about 6 o'clock in the evening, was stopped at Croydon to put down passengers; owing to some unaccountable neglect the usual signal was not made, or, if made, was not seen by the driver of a train which left Epsom shortly after 6 o'clock; the consequence was a collision, by which one or two carriages were smashed and the passengers pitched

about in all directions. The confusion was awful, but, strange to say, although several persons received contusions or flesh wounds, no life was lost, nor were any bones broken. We take for granted that the cause of the accident will undergo an investigation.

May 26th 1849

LONDON, BRIGHTON, and SOUTH COAST RAILWAY
TO THE EDITOR OF THE TIMES

The Secretary of the London, Brighton and South Coast Railway Company presents his compliments to the Editor of *The Times*, and begs to correct a very exaggerated statement which has been furnished to him of an accident on the Croydon and Epsom Railway on the Derby-day. The collision was very slight, and would not have occurred but for the breaking of a coupling-chain in starting a train which had been stopped by signal outside the West Croydon station, owing to which some of the carriages did not quite get out of the way of another train which was approaching very slowly from Epsom. the statement that, "one or two carriages were smashed and the passengers pitched about in all directions," is quite incorrect. Only one carriage was at all injured, and that so slightly that the passengers proceeded in it to London after a few minutes' delay; no person was seriously injured, and the slight bruises which were sustained were principally occasioned by the passengers of a very crowded train jumping out hastily and in great confusion.

A full report of the circumstances has been made to the Railway Commissioners, and the matter is undergoing rigid investigation.
London Terminus, May 25.

September 19th 1849

SPORTING INTELLIGENCE
EPSOM AUTUMN MEETING

Whatever opinion may be entertained of the policy of fixing this meeting in the week between Doncaster and Newmarket, or, perhaps, of having an Autumn Meeting at all, no one will withhold from Mr. Dorling the merit of having done all that was possible to render it attractive. 500*l.* given to one day's racing, speaks volumes for his intentions, and whatever the results may have been in a pecuniary point of view, it will be admitted that on this, as on all previous occasions, he has catered for the amusement of the public well and successfully. The Brighton Railway directors went hand in hand with him, and we have to record to their credit that, instead of raising the fares, as at the Summer races (a most objectionable practice), they reduced them to so low a mark as to make it a question the traffic was sufficient to cover the sum contributed to the fund and the working expenses. That however is a question for the shareholders; all that we have to do with the matter is, to mention the fact as a proof of a determination that nothing should be wanting on their part to ensure success, and to add that the unusual facility thus afforded coupled with fine and seasonable weather, induced hundreds to have a "day on the Downs," who, had the screw been applied, would have remained at home. In giving the directors credit for their conduct in this respect, we feel bound to say that their arrangements were far from being satisfactory, in proof whereof we need only mention that three trains were at the Carshalton station at the same time. Fortunately, no accident

occurred, but so much time was lost by this mismanagement that great numbers did not reach the downs until after the first race was run. The assemblage on the course was much larger than we had anticipated; it embraced a good proportion of the frequenters of “the corner,” and a few fashionables.

On the whole, however, we fear that the experiment, if it enabled the metropolitans to enjoy a capital day’s sport could not have been otherwise than a losing one to its promoters.

September 26th 1849

ENGLAND AND WALES

The following is the Return of Deaths from Cholera and Diarrhoea reported to the General Board of Health the 25th day of September, 1849:-

| | CHOLERA | DIARRHOEA |
|-------|---------|-----------|
| Epsom | 0 | 1 |

September 26th 1849

WEST SURREY ELECTION

GUILDFORD, Tuesday Night

This being the first of the two days appointed for polling the constituency of West Surrey, Guildford and the six other places where the votes of the electors are usually recorded have been thrown into a state of unusual bustle and excitement. The strength of the Liberal and Tory interest is so nearly balanced, and there has been so much time for developing to their fullest extent the resources of either party, that a hot contest was confidently expected, nor has that expectation been disappointed, as will be seen from the following return of the state of the poll at 4 o’clock.

| | Edgell | Evelyn |
|-----------|---------------------|------------|
| Guildford | 183 | 297 |
| Godalming | 124 | 99 |
| Farnham | 162 | 100 |
| Dorking | 41 | 147 |
| Chobham | 141 | 180 |
| Chertsey | 232 | 195 |
| Epsom | <u>113</u> | <u>173</u> |
| | 996 | 1,141 |
| | | 996 |
| | | ----- |
| | Majority for Evelyn | 145 |

The total number of votes thus polled has been 2,137, and, the constituency being about 3,600, there probably remain about 800 or 1,000 electors who have still to record their suffrages to-morrow.

At a late hour this morning intelligence was received from Guildford that Mr. Edgell had retired from the contest.

November 7th 1849

...The mortality from cholera varied in different districts of the metropolis from 8 to 239 in 10,000; and was greatest in the low, the worst drained, the poorest districts, the districts supplied with water from the Thames between Waterloo-bridge and Battersea New-town.

II. SOUTH-EASTERN DIVISION.

The epidemic extended in Surrey up the Thames to Richmond, Kingston, and Chertsey; and through Mitcham south of Wandsworth to Croydon; but made no impression on Epsom or the districts on and south of the Surrey hills. The population here enjoyed unusual health...