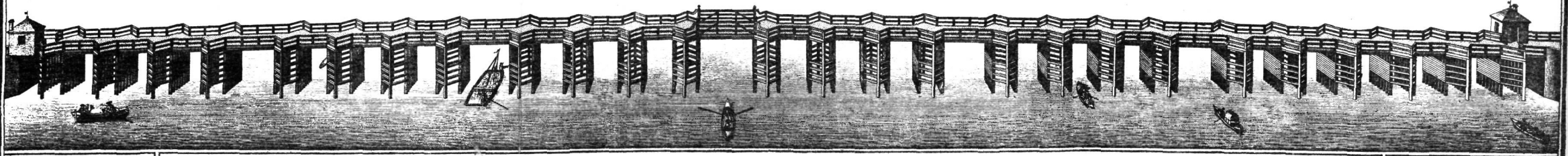


The East PROSPECT of the NEW-BRIDGE Now Erecting over the RIVER of THAMES, From PUTNEY in Com^{ty} SURRY to FULHAM in Com^{ty} MIDDLESEX

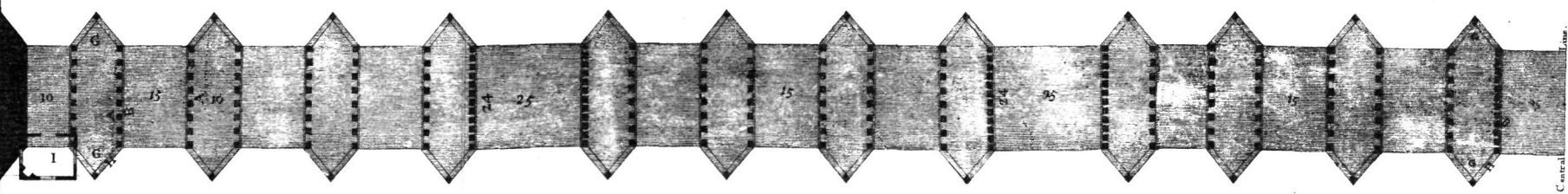
To the Honourable
THE PROPRIETORS
 For Building this Bridge.
 This Plate is Humbly Dedicated by
 Their most Obedient Servant
 E. Hoppus



*EXPLANATION
 of the Plan & Profile*

- A. The several Rows of Piles.
- B. The Planks on the Piles Above High water and Below Low water.
- C. The Capheads Framed to the Piles
- D. The Beams on the Capheads.
- E. The Planks on the Beams.
- F. The Road or Passage over the Bridge
- G. The Sterlings.
- H. The Walls to strengthen the Sterlings.
- I. The Toll Houses.
- K. The Brick Battlements to the Sides.

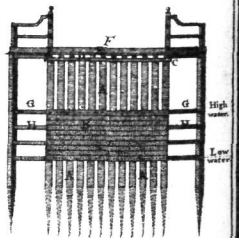
The ICHNOGRAPHY or PLAN of Part of the Above-mention'd BRIDGE.
 from the South end to the Middle of the great ARCH To a Larger Scale.



A Scale of FEET.



*THE PROFILE
 at the Great Arch.*



Lo^o Harris Sculp^s

Printed for and sold by SAM SAUNDERS, at the Globe under St Dunstons Church Fleet Street and the above
 EDW HOPPUS, at the Seven Stars in Aldergate Street LONDON

E. Hoppus Delin^t

FROM AN ENGRAVING IN THE POSSESSION OF JOHN E. GARDNER, ESQ., F.S.A.

W. GRIGGS, PHOTO-LITH.

OLD FULHAM OR PUTNEY BRIDGE.



OLD FULHAM BRIDGE,

OTHERWISE CALLED PUTNEY BRIDGE.

BY J. F. WADMORE, A.R.I.B.A.

AMONGST the many changes that have taken place in and near London in the last century and a half, few will (on reflection) appear more remarkable than the aspect which the Thames then presented, when considered in contrast with our own times.

With the exception of old London Bridge (then covered with antiquated buildings) there existed no other mode of crossing to the opposite shore than by ferry; when the watermen, with the aid of their apprentices, carried on a brisk and profitable trade at the various stairs and landing-places, of which there were no less than twenty-three between London Bridge and Westminster Stairs, and thirteen between Westminster and Fulham. In illustration of this I may quote a passage in the "Spectator," No. 383, May 20th, 1712:—

We were no sooner come to the Temple Stairs but we were surrounded with a crowd of watermen offering us their respective services. Sir Roger, after having looked about him very attentively, spied one with a wooden leg, and immediately gave him

orders to get his boat ready. As we were walking towards it, "You must know," said Sir Roger, "I never make use of anybody to row me that has not either lost a leg or an arm. I would rather bate him a few strokes of his oar, than not to employ an honest man that has been wounded in the Queen's service. If I were a lord, or a bishop, and kept a barge, I would not put a fellow in my livery that had not a wooden leg." After remarking that the Thames was the noblest river in Europe, the old knight, turning his head about twice or thrice, bade me take a survey of this great Metropolis; how thick the city was set with churches, and that there was scarce a single steeple on this side of Temple Bar. "A most heathenish sight," says Sir Roger; "the fifty new churches will very much mend the prospect; but church work is slow, church work is slow."

What would Sir Roger think now could he view the numerous bridges, embankments, palaces, hospitals, and railway stations which crowd upon our sight, with the rapidly-moving penny-boat, which has superseded the ancient ferry?

It may, perhaps, appear startling to many to be informed that the old timber bridge between Fulham and Putney is now the oldest existing bridge over the Thames in the metropolis, and to know that it was erected with the intention of supplying an immediate temporary want, until its place could be occupied by a more permanent structure; yet such is the fact.

Although erected in 1726, it has usefully served the purposes for which it was designed; while two stone bridges of later date, Westminster and Blackfriars, have become ruinous, and their places supplied by more recent structures.

Since Putney Bridge was opened for public traffic, no less than twelve other bridges have been erected, viz. Westminster in 1750, Blackfriars in 1769, Bat-

tersea (another wooden structure) in 1771, Vauxhall in 1816, Southwark in 1817, Waterloo in 1817, Hammersmith in 1827, London Bridge in 1831, Chelsea Suspension (or Victoria) Bridge 1858, Lambeth, 1862, Albert 1873, and Wandsworth 1873, to say nothing of Hungerford Bridge and the various railway bridges now crossing the stream.

Before, however, we proceed further, it may not be amiss if we glance at a few circumstances connected with the previous history of Fulham and Putney.

The first mention of Fulham that I am aware of is to be found in the Anglo-Saxon Chronicles, A.D. 879,* where we read, shortly after the defeat of the Danes by Alfred, and the conversion of their chiefs to Christianity, at Wedmore, that a body of pirates, which had previously sat down at Fulham on the Thames, departed in the succeeding year to Ghent, in France.

Fulham, or Foulhame, as it appears to have been called in earlier times, was no doubt a hamlet on the manor of Fulham, which is said to have been given to Bishop Erkenwald and his successors by Tyrtilus,† a bishop, with the consent of Segebard, King of the West Saxons, and remained in the uninterrupted possession of the see up to the year 1647, when it passed into the hands of Colonel Edmund Harvey, of the Parliamentary forces, for 7617*l.* 8*s.* 10*d.* The manor, according to the account given of it in Domesday Book, contained forty hides of land, which in the times of Edward the Confessor had been valued at 50*l.*, but was then only worth 40*l.* Mention is also

* Stephenson's Translations of Anglo-Saxon Chronicles, p. 47.

† Lysons's Middlesex, vol. iii. p. 346, ed. 1795.

made of Putelei,* afterwards Puttenheth and Putney, as yielding at that time 20*s.* per annum to the lord of the manor for the rights of the ferry as regards Surrey, while those of Middlesex were vested in the see of London.

The ferry was constantly beset by parties travelling to or from London and the west of England, as they could drop down by the tide and take horse at Putney.

In the household expenses of Edward I.† an order is made for the payment of 3*s.* 6*d.* for the conveyance of the King and the Royal family to Fulham and Westminster, as follows:—

Roberto de Passagier de Puttenheth pro stipendio suo, et aliorum; nautarum passantium magñ partem familiæ regē ultra Thamesiam ibidem et ducend.—eundem regum et magnam partem familiæ suæ usque Westm̄. per aquam per munus dicti Roberti apud Westm̄. 15 die Feb. 3*s.* 6*d.*‡

Again,—

Robert Passatori de Puttenheth passanti usque Fulham familiam et officia hospitii regis cum 2 bargiis ultra Thamisis, per 2 dies mensis Marcii principio 4*s.* apud Westm̄.§

These few remarks will, I think, be sufficient to prove both the antiquity and importance of those rights of ferry which the trustees had to purchase before they could proceed to the erection of a bridge. As to the necessity of some more certain and better means of communication, we may mention as a fact that it was recognised by Lord Essex in 1642, when,

* Lysons's Middlesex, vol. i. p. 424. † Ibid. vol. i. p. 425.

‡ Paid to Robert, the ferryman of Putney Heath, and to the other watermen of the ferry, for taking a party of the King's household down the Thames, and landing the said party at Westminster, February 15th. 3*s.* 6*d.*

§ Proc. Soc. Ant. pp. 51-54.

in command of the Parliamentary forces, he threw a bridge of boats over the river to enable him to follow up Charles I. who lay at Kingston, having retreated from Brentford, crossing the river by Kingston Bridge. The chronicles of the day speak of the event as in the "memorable accidents" of Tuesday, November 15th, 1642:—

The Lord-Generall hath caused a bridge to be built upon barges and lighters over the Thames between Fulham and Putney, to convey his army and artillery over into Surrey to follow the King's forces, and he hath ordered that forts shall be erected at each end thereof to guard it; but for the present the seamen, with long-boats and shallops full of ordnance and musketts, lie there upon the river to secure it.

Putney appears to have been, to a great extent, the head-quarters of the Parliamentary forces, under the command of Fairfax, Cromwell, Ireton, and many others. The councils, we are informed, were held in the church, and the members sat round the communion table.* Before debate they usually had a sermon from the celebrated Hugh Peters. On the 1st of November, 1647, they completed their proposition for the future government of the kingdom, which they forwarded to the King at Hampton Court on the 13th. Two days after this he made his escape to the Isle of Wight. We may therefore reasonably conclude that the bridge of boats was made use of up to this date—that is, from 1642 to 1647,† and possibly later; the

* Lysons, vol. i. p. 408. Brayley's Surrey, ed. Walford, p. 197.

† Fulham and Putney continued to be the head-quarters of the Parliamentary forces of Fairfax and Cromwell to this day in order that they might overawe Parliament and the Metropolis, and at the same time check the impatience of the Presbyterians and Independents, then much divided.—Brayley's Surrey, ed. Walford, p. 197.

convenience and facility which this bridge had afforded was too great to be lost sight of. We accordingly find that, on Tuesday, the 4th day of April, 1671, a Bill for building a bridge over the Thames from Fulham to Putney was read. Its supporters appear to have met with uncompromising opposition from the citizens and corporation of the city of London, and the Bill was lost, on a division, by 67 to 54. We are, fortunately, able to give a *résumé* of arguments used on the occasion, which are not without interest. The extract is from Grey's Debates,*—April 4th, 1671:

Mr. Jones, the member for London, states that the Bill will question the very being of London. Next to pulling down the borough of Southwark, nothing can ruin it more. All the correspondence westward for fuel and grain and hay, if this bridge be built, cannot be kept up. The water there is shallow at ebb. London requires a free passage at all times, and if a bridge, why, a sculler can scarce pass at low water. 'Twill alter the affairs of watermen to the king's damage, and the nation's cost.

Mr. Waller defended the Bill, saying that men might go by water if they pleased, and not over the bridge, and so pay nothing; that, if bad for Southwark, it was good for this end of the town, where Court and Parliament are. At Paris there were many bridges: at Venice hundreds. The King cannot hunt but he must cross the water, and the whole nation have the convenience.

Sir Thomas Lee wisely remarked that it would make building at this end of the town all the better.

Col. Birch remarked, that, where a cart carries something to the city, it usually brings something back.

Mr. Secretary Trevor said no law can be made but will

* Debates of the House of Commons, by the Honourable Anchtelle Grey, Esq. published in 1769, and dedicated to the Right Hon. Arthur Onslow, Esq. p. 414. See also Knight's London, vol. iii. p. 162.

transfer one or other inconvenience somewhere. Passages over rivers are generally very convenient; and, by the same reason you argue against this, you may argue against London Bridge and the ferries.

Sir William Thompson said it would make the skirts (through London) too big for the body; the rents of London Bridge for the maintenance of it would be destroyed. It would cause sands and shelves, and affect low navigation, and cause ships to lie as low as Woolwich. If it should affect navigation and the Westminster barges, he would regret it.

Col. Stroude said in no case were all the bridges of a city built at one time; no city in the world so long as London, and only one passage for five miles.

Mr. Boscawen remarked, if a bridge at Putney, why not have one at Lambeth, and more? and as for Paris, where there are bridges there are no watermen at all. And the same reason that serves Paris may serve London. Neither Middlesex nor Surrey desire it.

Sir John Bennet said the Corporation would agree to it if they were thereby secured from another bridge at Lambeth.

Mr. Love, the Lord Mayor* of this year, was of a different opinion. If carts go over, the city must be destroyed. It is said that it encourages but a few ferrymen, though in truth it does many. Hears it is to be of timber, which must be vast, and so hinder the tide, that watermen must stay till it rises. When between the bridges the streams are abated, in time no boat will pass, and the river be rendered useless for passage.

Sir Henry Herbert said it looked like a monopoly. There were several projects of this kind in the late king's time but rejected, because the Londoners and adjacent countries would be prejudiced by it. It was a matter of too great concern for a thin House. Lost by 67 to 54.

* This statement is inaccurate, Mr. Love was only a member of the Court of Aldermen at this time. The Lord Mayor was Sir Richard Ford, M.A., Exeter College, Oxon., citizen and mercer.

There is every probability that the Act for building the bridge between Fulham and Putney was mainly carried by the aid and influence of Sir Robert Walpole; the centre lock was long known as Walpole's Lock. There is a story* current, for the truth of which I cannot vouch, that one evening Sir Robert was returning from Kingston, where he had been in attendance on his royal master at Hampton Court, to take part at an important debate in the House of Commons. When he arrived hot and in post-haste at the ferry, to his utter disgust and dismay, discovered that the tide was down, and that the ferry-boats were laid up high and dry on the opposite shore, nor was there a ferryman to be seen. It was in vain that he and his servant shouted till they were black in the face and hoarse in the throat. The ferrymen (Tories to a man) were carousing with mine host at the Swan at Fulham, and regaling themselves with beer and tobacco, while they secretly enjoyed his discomfiture. All Sir Robert could do was to ride on, leaving his maledictions on the ferrymen at the Swan.

These were no idle threats. At a Parliament holden at Westminster on the 9th day of October, 1722, and continued by several prorogations to the 20th day of January, 1725, a Bill was brought in for building a bridge across the river Thames from the town of Fulham, in the county of Middlesex, to the town of Putney, in the county of Surrey, and read for the first time on the 22nd of March.† On the 30th, and again

* History and Associations of the Old Bridge, by A. Chasemore.

† Journals of the House of Commons, vol. 20, p. 631.

on the 2nd of April it came on for debate, and was referred to a Committee, the Petitions presented to the House to be heard by Counsel, when the House considered the Report of the Committee for the Bill, and the Report was read. The name of the Lord Mayor was retained as one of the Commissioners, but those of the Aldermen were struck out on amendment. The Bill as passed was ordered to be engrossed, and sent up to the House of Lords, and returned by them as approved on the 24th of May, and received the sanction of his Majesty when he prorogued Parliament. (12th of Geo. I. June 8th, 1726).

The importance in which the matter was thus regarded may be best understood by the number and influence of the illustrious list of noblemen and gentlemen, who were appointed Commissioners to carry out the Act. Amongst them we find the Lord High Chancellor, the Lords Privy Seal, Steward and Chamberlain for the time being, the Dukes of Somerset, Richmond, Bolton, Bedford, and Newcastle, the Earls of Lincoln, Peterborough, Burlington, Scarborough, Grantham, Godolphin, and Hertford, Lords Viscount Townshend, St. John, Falmouth, Lords Percy, De La Warr, Onslow, Walpole,* Lord Viscount Fermanagh, Lord Herbert, Lord Carpenter, Lord Viscount Palmerston, Lord Malpas, Lords William, Henry, and Nassau Powlet, the Speaker of the House of Commons, Chancellor of the Exchequer, Knights of the Bath, Baronets, Knights, Judges, Officials, and a large

* Lord President of the Council and Lord High Treasurer.

number of Honourables, Right Honourables, and Esquires, Members of Parliament, and others, to the number of not less than 110, including the Lord Mayor for the city of London.

With quaint irony, which gives point to the story before mentioned, the Commissioners were required to meet at Fulham, on the 26th July, 1726, at the sign of the Swan,* (then a small but useful tavern, where passengers waiting for the ferry could resort, and, if need be, find refreshment for man and beast); at which time and place the Commissioners accordingly met for the first time. The proceedings must have been conducted in the open air, as it was not possible that sixty-eight noblemen and gentlemen who then attended could have found shelter in the humble *hostelry of the inn*. Amongst those present we find recorded† the names of the Dukes of Grafton and Newcastle, the Earl of Scarborough, Lord Onslow, Sir R. Walpole, K.G., Sir John Stanley and Coleby, Baronets, Sir John Hobart, K.C.B. Sir R. Gough and Sir Thomas Jones, Colonel Howard, Sergeant Birch, Colonel Armstrong, Colonel Paget, Sergeant Chapel, Charles Montague, Charles Dartiquenave, Esq., Surveyor of the Water and Gardens, Nicholas Dubois, Master Mason, Thomas Ripley, Esq. Controller of His Majesty's Works, William Kent, Esq. Master Carpenter, Richard Arundel, Esq. Surveyor of His Majesty's Works, and many others.

* The signboard was supported on wrought ironwork bearing the date of 1698. The inn was destroyed by fire Sept. 18th, 1871.

† MS. Minutes of the Commissioners.

Arthur Onslow was voted into the chair, and John Eden appointed clerk. The first resolution was, "That a humble petition be presented to His Majesty, praying that he would be graciously pleased to grant letters patent, under the Great Seal, for the incorporation of the Commissioners and trustees." The Duke of Newcastle, having been requested to do so, undertook to present the same to His Majesty.

The second, "That such a bridge be built as may supply the present exigency, and be useful for the building of a more substantial bridge, as there may be occasion." And a Committee of the greater number of the Commissioners present was appointed to receive proposals and report, when the Commissioners adjourned to meet again at 5 o'clock; a petition was then received from the poor watermen claiming an interest in the Sunday ferry, alleging their rights to the same, time out of mind, and praying that their rights might be recognised as laid down in the Act.

The next meeting of the Commissioners was at the Bull Inn, in Putney, on the 22nd of August, on which occasion the Duke of Newcastle, Sir Robert Walpole, and many others were present, Arthur Onslow, Esq. again in the chair.* At this meeting a copy of the petition to His Majesty was submitted, and the Committee were informed that the same had been duly presented to His Majesty; and then the Duke of Newcastle informed the Commissioners that His Majesty had been

* In the following pages the dates of various adjournments of the Committee are omitted, in order to abridge what would be otherwise tedious.

graciously pleased to give directions for the preparing of a charter of incorporation, Mr. Onslow and Mr. Stables to forward the passing of the same.

The claims of William Skelton and Bennet Hammond Gotobed, two owners of the copyhold rights of ferry, were next considered, and the Committee gave instructions for a survey of the river, showing the different places where a bridge might be erected, and Mr. Thomas Ripley reported on three places:—

Firstly, from Putney to Mr. Gray's land at Fulham.

Secondly, from Brewhouse Lane to Fulham Dock.

Thirdly, from the east corner of Mr. Prettlewel's garden to the carpenters' yard at Fulham.

The Committee having considered the three, selected the first, where the width of the river between the banks was 780 feet, with 18 feet of water at high tides and 6 feet at low, or an average of 13 feet on ordinary tides. Three designs for a bridge were next submitted for the approval of the Committee: the first from Mr. Thomas Ripley,* the second from Mr. John Price, and a third from Mr. William Halfpenny. Mr. Ripley proposed to build a bridge 23 feet wide and

* Thomas Ripley was born in Yorkshire, and is said in his early days to have kept a shop and coffee-house in Wood Street, Cheapside. He was admitted to the freedom of the Carpenters Company in 1705, and by the interest of his patron, Sir Robert Walpole, obtained the appointment of clerk of the works at the King's Mews; he subsequently became Chief Carpenter, then Controller of his Majesty's Works, and lastly Controller-General of Works, Buildings, Gates, and Bridges, as well as that of Conductor of the Royal Progress. His principal works were carrying out Charles Campbel's design for Houghton Hall, Norfolk, for Sir R. Walpole, Wolverton House, Norfolk, the Admiralty, Whitehall, and many other works and buildings. He died

780 feet long, the centre lock to have 17 feet of waterway above the highest tides, the piles to be 15 inches in diameter, shod with iron, driven 6 feet into the bed of the river. If built entirely of fir, he estimated the cost of construction at 8,000*l.* including pavements (abutments) at the end of the bridge, that the annual repairs would be from 50*l.* to 60*l.*, and that it could be completed in two months, and would last from twelve to fourteen years. And he further added that he did not think that any wooden bridge though of oak would last above thirty years. If the piles were of oak the cost would be 9,000*l.* The roadway was to rise nine inches in every ten feet. That the bridge when erected would be useful in the nature of scaffolding for the erection of a stone bridge.

Mr. John Price* submitted a plan and section of a

at his official residence at Hampton Court, 10th February, 1758, and was buried in the parish church. His name occurs no less than three times in Pope's Essays.

Ode to Lord Burlington.

Who builds a bridge who never drove a pile,
Should Ripley venture all the world would smile.

Again—

What brought Sir Vasto's ill-got wealth to waste ?
Some demon whispered Vasto have a taste ;
Heaven visits with a taste the wealthy fool,
And needs no rod, but Ripley with a rule.

* John E. Price, of Richmond, Surrey, rebuilt the church of St. Mary, Colchester, Essex, and The Canons, near Edgware, belonging to the Duke of Chandos, Headley, Surrey, &c. He published some considerations for building a bridge over the Thames from Fulham to Putney, with a design, 8vo. 1726; also a second letter of the same date, 8vo. 1726. A. P. S. part xxi. p. 175.

bridge, to be 20 feet wide, with a total length, including abutments, of 852 feet from high-water mark, to be divided into nineteen bays, from 45 to 30 feet wide, so as to allow 685 feet navigable water-way; to be $12\frac{1}{2}$ feet high above high-water mark; that the bridge might be built for 8,600*l.*, and completed within nine months; with open piles, 18 inches diameter, as proposed, the bridge would stand fifty years. The annual repairs were estimated at 100*l.* per annum for the first seven years and 200*l.* afterwards.

Mr. William Halfpenny* submitted a plan for a bridge to be 24 feet wide, with nineteen bays or openings to be 32 feet wide each; to be 16 feet above ordinary and 12 feet above the usual high-water mark; to be all of oak, at a cost of about 2,800*l.*; that it would take about a year and a half to construct, and would stand thirty years, and cost about 500*l.* in repairs.

Objection seems to have been taken to the plan submitted by Mr. Price on the ground that the bearings between the piers were supported by a king-truss on either side of the bridge; that the middle would be necessarily weak, and require a cross-piece, which would throw the whole weight on the king-post. Mr. Price fully explained to the Committee the nature of a truss, and endeavoured to throw discredit on the plan submitted by Ripley, by saying that the piles could not be driven down as proposed

* A man of versatile attainments, architect and carpenter, the author of the *Magnum in Parvo*, or the *Marrow of Architecture*, 1722—1728, and many other works on architecture.

by him without splitting to pieces; nor did he conceive that a wooden bridge, so built, could be made available as scaffolding (centering) for the erection of a stone bridge. The objections to Mr. Halfpenny's plan appear to have been both as regards construction and gradient, which was not less than 16 feet in 60 feet. A plan and model for a bridge of boats* was also submitted, which could be finished in two months, and would cost 5,000*l.* the repairs being estimated at about 300*l.* per annum. There were to be two openings of 24 feet each for barges, and thirty others of 12 feet for wherries. The Committee, however, finally came to the conclusion that Mr. Ripley's plan should be adopted, and oaken piles used.

Whereupon the Committee proceeded to consider three tenders for the erection of the bridge according to the model and plan agreed to.

1st. From Mr. Thomas Hall, carpenter, for finishing the bridge by Midsummer-day, 1727, at a cost of 7,500*l.* one-third to be paid when one-third of the work was completed, one-third when two-thirds of the work was finished, and the remainder on the completion.

2nd. Mr. Thomas Phillips undertook to finish the bridge in two months (if required) for the sum of 6,698*l.*; one-third to be paid at the beginning of the work, one-third when half was done, and the remainder when the bridge was completed.

3rd. Mr. John Meard, carpenter, undertook to

* No doubt this was suggested by the remembrance of the former pontoon bridge erected by Lord Essex in 1642. (See page 405.)

finish the bridge in two months for 6,650*l.* payments to be made as in the proposal of Mr. Phillips.*

As Mr. Hall would not agree to keep the work in repair for any sum, or for any term of years, nor give security for its standing any time, the Commissioners agreed to accept Mr. Phillips's proposal for the building of the bridge with oaken piles, for the sum of 6,698*l.*; he giving security to keep the work in repair for twelve years, accidents by fire and damage by barges only excepted. Further tenders were then entered into with Mr. Joseph Andrews, mason, for stone-work, for 1,756*l.* and from Mr. John Mist for roads and paving, at 6*s.* per yard square, and keeping it in repair for twelve years at 5*l.* per annum.

These matters being settled, the Committee next proceeded to consider the rights of the ferry, that on the Middlesex side being held of the manor of Fulham, of my lord bishop, with the right of free passage for his servants and visitors passing and re-passing at all times free; while that of Putney was held of the manor of Wimbledon, whereof her Grace the Duchess of Marlborough was lady, and Messrs. Pettywood and Skelton joint tenants, at the estimated rental of 30*s.* per

* In the "Daily Post," August 22, there is the following notice: "The Commissioners for building a bridge from the town of Fulham to the town of Putney, in Surrey, met on Thursday last, and made an agreement with Mr. Meard and Mr. Phillips, two persons of great note and substance in the profession as carpenters, to build them for present conveniency a bridge, consisting of sixteen arches, to be 37 feet wide, and of height proportionate for West Country barges to pass under. The passage over the said bridge to be 25 feet from rail to rail, including a footpath on either side, and to keep it in repair for fourteen years."

annum. Mr. Skelton, it appears, also erected and maintained the landing, or causeway, at Fulham, which he held on a lease for three lives, and received for the same 12*l.* per annum. Messrs. Pettywood and Gotobed were the copyholders on the Fulham side, at a quit-rent of 10*s.* per annum. The total estimated rental, on an average of seven years, was 407*l.* 12*s.* 10*d.* for which they claimed twenty-four years' purchase. The rights of Messrs. Pettywood, Skelton, and Gotobed were referred to a jury, which was held at Kingston, on the 7th day of October, when the following award was made:—

	£	s.	d.
To Daniel Pettywood, Esq. for his half interest of Putney side	2289	0	0
To Daniel Skelton, Esq. for his half interest of Putney side	2180	0	0
To Daniel Pettywood, Esq. for his half of Fulham side	2398	0	0
To Bennet Hammond Gotobed, Gent. for his share of Fulham side	2401	0	0
To the Right Honourable the Lord Bishop of London	23	0	0
Total	£9291	0	0

At the same time the damages awarded to the watermen of Fulham and Putney, for the Sunday ferry, were assessed at 31*s.* per annum for each side of the river.

The celebrated Sarah, Duchess of Marlborough, or Mrs. Freeman, as the Queen delighted to call herself assuming the name of Mrs. Morley—appears to have been more alive to her interest in the horse-

ferry than the Right Reverend the Lord Bishop of London, and a letter was duly presented by her steward (Mr. Green) to the Commissioners, in which she stoutly protests against loss or damage. It is dated from Blenheim, and is as follows :—

GENTLEMEN,

Sept. 7th, 1726.

I am the owner of the inheritance of the ferry from Putney to Fulham, and do hereby make my application, pursuant to the said Act, for satisfaction for such prejudice, loss, or damage, as I may sustain or suffer on occasion of erecting the said bridge.

I am, Gentlemen,

Your most obedient humble servant,

S. MARLBOROUGH.

Upon which Mr. Green was requested to intimate “to her Grace” that her claim would be submitted to the consideration of a jury, which jury was composed of the same panel as those who gave the verdict for the other proprietors. Mr. Green appeared as counsel for her Grace, and submitted the following evidence, viz. the admission of Richard Segar, son and heir of Edward Segar, dated 13th of February, 6th of Henry VIII. to the half part of the ferry, at 15s. per annum rent, to him his heirs and assigns, “Et nihil dat Domino de fine quia hæres.”

The admission of Charles Dawes to a moiety or half of the Putney ferry, within the said manor, to him and his heirs, with remainder over, per redditus. 8th April, 17th Car. II. 1665.

The Duchess of Marlborough’s deed of purchase of the manor or lordship of Wimbledon, in the county of Surrey, was from Sir John Eyles and others, trustees of the South Sea Company, under the Act of Parlia-

ment 7th Geo. I. to her and her heirs for ever, the consideration-money paid being 19,650*l.* That the moieties of the quit-rent of Messrs. Pettywood and Skelton were 15*s.* each, and the fine on the first purchase arbitrary, but with no fine on subsequent purchases. Whereupon the jury retired and found as follows:—

	<i>£</i>	<i>s.</i>	<i>d.</i>
For the annual quit-rent of Mr. Skelton	18	15	0
For the annual quit-rent of Mr. Petty- wood	18	15	0
For the interest of her Grace the Duchess of Marlborough	218	0	0
For the extinguishing of the interest the said may have in the said horse-ferry .	109	0	0
Total . . .	£364	10	0

A valuable fishery existed in connection with this manor* as far back as the time of Harold. In 1663 it was let for the annual gift of the three best salmon caught in March, April, and May.

The manor and estate of Wimbledon† was sold to Sir Theodore Janson, in 1717, on the failure of the South Sea Company, of which he was a director, at which time the fishing was let at 6*l.* per annum, and afterwards on lease, which expired in 1830, at 8*l.* Sturgeon were rarely caught, but always claimed by the water-bailiff for my Lord Mayor, as chief conservator of the Thames.

Mr. Ripley's plan appears to have met with some

* Brayley's Surrey, ed. Walford, p. 21. Blunt's Royal Dictionary of Royal Fisheries, 1670.

† The manor of Wimbledon is now held by John Poyntz, Earl Spencer.

outside criticism, other than Pope's, from Mr. John Gregory and Thomas Beal, who suggested remedies for certain defects which they anticipated. As the argument is somewhat new, I venture to give it; for, say they, in a petition presented to the Commissioners:—

“ When the ice is frozen hard to the piles, they standing naked as usual, with the small ends downwards, when the tide comes strong under the ice it will probably heave up the bridge, and loosen the ribs in the ground, and rack the braces and framing at the top. Then there may come a sudden thaw, and the shoals of ice which will be brought down the river with the land-floods will drive hard against the bridge, it being top-heavy and before loosened and racked by the frost, it is, in our humble opinion, in great danger of being overthrown. Therefore, to prevent such a casualty, if we are employed in it, we will take such a method as we have put forth in the following proposals.”

This appears to be, to fix the larger ends of the piles downwards, to be turned in with an engine, “ as the butt-ends had most heart,” and, tapering upwards, will be the better able to resist the ice; also to “ warp ” the piers on every side with planking.

The closing of the petition is certainly quaint, for they add—

We being the root of this contrivance, it is to be hoped you will not permit any branch of it to be grafted into any other's proposals.

(Signed) JOHN GREGORY,
Peter Street, Westminster.

The financial question appears to have been somewhat shirked. Meetings were called and advertised in the “ Gazette ” to take place at the sign of the Queen's Arms, Fulham, at the Horn Tavern in New Palace Yard, Westminster, at the Black Bull in Putney, again

at the Horn Tavern, at the Queen's Arms, again at the Horn Tavern, all of which had to be adjourned for want of a quorum.* At a subsequent meeting at the Parliament Coffee House, in Old Palace Yard, Westminster, on the 14th of March, a sufficient number of Commissioners being present, the following report of the expenses contingent upon the erection of the bridge was brought up and considered:—

For compensation of rights of Ferry:—

	£	s.	d.
To Daniel Pettywood Esq.—			
Fulham side	2289		
Putney side	2398		
	<hr/>	4687	0 0
To William Skelton, Esq.		2180	0 0
To Burnet Hammon Gotobed		2401	0 0
To the Right Rev. Lord Bishop of London .		23	0 0
To the Most Noble Sarah Duchess of Marlborough, lady of the manor of Wimbledon		364	10 0
		<hr/>	
		9655	10 0
To be paid to y ^e workmen for building y ^e timber bridge:—	£	s.	d.
Mr. Phillips, carpenter	6698	0	0
Mr. A. Jelfe, mason	1766	0	0
John Mist, pavier, 2311½ cubic yards of paving at 6s. per square	693	18	0
For enlarging the works as proposed	408	12	0
	<hr/>	9566	10 0
		<hr/>	
		19222	0 0
Sums to be paid to the watermen		62	0 0
Allowance for contract repair		120	0 0
		<hr/>	
Total	£19,404	0	0

* A similar difficulty appears to have arisen in 1736, when, on account of the scanty attendances, the meetings were ordered to be held at Wills's Coffee House, at the corner of Bow Street, Covent Garden.

Seeing that the sum of 16,000*l.*, as originally proposed, would be unable to meet the necessary expenditure, it was thought impracticable to carry out the scheme under the Act, and a Committee was appointed to meet at the Parliament Coffee House to consider and report to the Commissioners; whereupon the following resolution was passed, and confirmed at a subsequent general meeting:—

That it is the opinion of the Commissioners that the said Act of Parliament incapacitates all of the nobility and others of the trustees, although incorporated, to contribute to the work by any loan of their money, or by purchase of any annuities, and that it cannot be expected the trustees will subject themselves to censure of Parliament and actions at law upon the part of the said Act.

The draft of a Petition was accordingly drawn up by Mr. Ripley,* with the approval of the Commissioners and the Chairman, who was desired to attend on the Secretary of State, the Chancellor of the Exchequer, and the Speaker of the House of Commons, with a copy of the Petition to Parliament, for their approbation. The Petition set forth the cost of compensations to be paid for the ferry, the cost of construction and maintenance, together with the annuities to be paid to the watermen; that the produce of the said ferries would not be sufficient to raise money on loan, nor would the tolls of the bridge under the present Act be sufficient to answer the purpose; requesting that they might be supplied with powers of granting annuities in perpetuity or to assign the tolls to a contractor; and that the Commissioners when in-

* Setting forth the cost and repairs of the bridge.

corporated should have power to lend or advance moneys without fear of any legal consequences; and that they also be empowered to grant to any persons or families a licence to pass free of toll during their lives for such terms as should be agreed upon; and, lastly, that the bridge might be free and exempt from all rates and taxes whatsoever except those paid on incomes or profits; and that the Chairman be desired to present the Petition, which appears to have been performed by Henry Vincent, Esq.

On the 22nd of May, 1728, the Chairman, who had presented the Petition, informed the Commissioners that in answer to their prayers the Act had been prepared as amended, and, having been read the third time in the House, had been presented and approved of by the Lords, 1st of Geo. II. 1727.

Under the new powers conferred by this Act, subscriptions were invited for the sum of 30,000*l.* at 4 per cent., the tolls to be mortgaged for the repayment of the same, and that one moiety of the subscriptions be paid at the time of subscribing, and the other at such time as the trustees may think fit. Sir Matthew Decker also proposed to grant life privileges free from tolls to families for one payment in advance of 200*l.* This, however, was not adopted. As a practical way of obtaining the money it was agreed that five of the Committee appointed by the Commissioners meet at the Lottery Office at Whitehall, on Tuesday, the 18th of June inst. at 5 o'clock in the afternoon, and that they have full power to publish advertisements, to open books of subscription, receive the money, and do all other matters as they shall think fit and reason-

able for effecting the work, and that they adjourn from time to time, and from place to place, as they think fit. Mr. Blew was also ordered to get the draft of the charter from the Attorney and Solicitor General. On the 6th of July the Commissioners reported that they had opened a book for subscriptions as proposed, but that up to the 5th instant the amount subscribed had only amounted to 7,100*l.* and that 1,775*l.*, one-fourth, had already been paid; that amongst the 180 Commissioners named under the Act only 19 had subscribed anything; and they recommend that the book be shut, and the money paid to the bankers returned to the subscribers.

This first attempt to collect subscriptions and erect a bridge having failed, the Commissioners again advertised for plans, and contractors who would be willing to undertake the work and keep it in repair; and the secretary was desired to attend at the Lottery Offices, at Whitehall, on and after the 15th, from 9 to 1 p.m. to receive such plans and sections as might be submitted pursuant to the notice. On the 6th of August he reported that he had attended as directed, and handed in two letters, the first from Captain J. Perry, of Rye, who, after saying that he was then engaged on works connected with the harbour and in constructing a pier, as also draining-works in Lincolnshire, stated that he could not, before September, make his survey of the site of the proposed bridge; he offered to build a bridge by a new method, not yet practised in England; and that he would find friends for the security of his work. The other from Richard Newsham, of Cloth Fair, London, offer-

ing to construct a bridge for a small sum of money, to last longer and better than any others, of which he offered to submit a model.

Mr. John Goodyer also submitted scantlings for a bridge, which he laid before the Commissioners, but declined to be an undertaker, and accept a mortgage of the tolls as repayment.

The next meeting of the Commissioners took place at the Lottery Office, Whitehall, and Mr. Blew, the secretary, submitted his bill of costs as against the Commissioners for legal and other expenses:—

	£	s.	d.
On the bill for building the bridge, which did not pass direct to the extent of his own solicitation, 31 <i>l.</i> 10 <i>s.</i>	164	17	0
On the first bill, including charges of entertainments, 21 <i>l.</i> 0 <i>s.</i> 3 <i>d.</i> ; and Clerk of the Council and officers' fees, &c. together on his own solicitation, 42 <i>l.</i>	265	13	9
On the second bill, entertainments are put down at 6 <i>l.</i> 2 <i>s.</i> 6 <i>d.</i> ; clerks' fees and draft copy fees to the clerk and officers, 11 <i>l.</i> 2 <i>s.</i> 2 <i>d.</i> ; his own solicitation, 31 <i>l.</i> 10 <i>s.</i>	176	13	6
	£607	4	3

	£	s.	d.
Received on account	350	0	6
Balance due	257	4	3
	164	17	0

The Committee having found that the sum of 164*l.* 17*s.* for the first bill should be deducted, Thomas Blew consented to receive the balance £92 7 3

On the 24th of September, 1728, Captain J. Perry addressed a letter to the Commissioners and personally explained his proposal for a new bridge, "by which the frequent and tedious repairs of the bridges at Kingstone and Staines would be avoided, and all passage by wheels, or otherwise, stopped, sometimes for several months together, while such repairs are carrying on, are under the necessity to be performed by the incommodious and tedious use of punts or ferry-boats." By the plan which he proposed the repairs would only be necessary every thirty years.

Mr. John Price also sent in a communication, and himself attended with a model for a stone bridge, and estimates, to be constructed on twelve piers, 52 feet long by 12 feet wide, to be constructed of Portland stone, which he estimated could be brought by water for 30*s.* per ton; there being 310 tons of block stone in each pier the cost would be 465*l.* and the piers, twelve in number, 5580*l.* From them, up to the springing of the arch, to be in ashlar stone, filled in solid, with brickwork wrought in tarris; and for raising the money thus the contractor should be allowed 4*l.* per cent. for goods supplied on mortgage, the capital to be repaid in one, two, three, or four years. Mr. Price estimates the total cost of the structure to be about 45,000*l.*

Having taken the whole subject into consideration, the Committee came to the conclusion that the suggestion of Mr. Huggins, in accordance with the third clause in the second Act of Parliament, should be adopted for raising the sum of 30,000*l.*, no person being permitted to subscribe less or more than 1,000*l.*;

advertisements to be issued in the "Daily Courant," and other papers; that Mr. Eden's salary as secretary, for his care and pains, be paid 100*l.* out of the subscriptions to be raised, dating from July 26, 1726.

Twenty-six gentlemen, amongst whom we find the Right Hon. the Earl of Halifax, the Right Hon. Sir Robert Walpole, Sir Matthew Decker, Bart. the Hon. Sir Charles Wager, Knt. The Right Hon. Mr. Onslow, and others, having agreed to subscribe the sum of 1,000*l.* each,* it was arranged that the selection of a design for the building of the bridge be left to them. On the 11th of December they again met, and decided upon building a timber bridge, which they proposed to construct in the most sound and workmanlike manner, writing their names on the back of the design. Finally, a draft assignment of the tolls from the Commissioners to the subscribers was drawn up and duly signed.†

Colonel Armstrong is requested by the Commissioners‡ to view and report on the bridge, which he did on the 16th of March, stating that the principles were, if anything, better than agreed to in the draft signed by the Commissioners.

At a meeting§ at the Lottery Office, Whitehall, E. Vincent, Esq. in the chair:—

* Nov. 20, 1728.

† Dec. 11, 1728.

‡ Oct. 31, 1729.

§ Nov. 11, 1729.

Present—

The Commissioners named in the Acts of Parliament.	Subscribers for Building the Bridge.	Trustees named in the Deed of Assignment.
Sir Richd. Manningham Edwd. Vernon, Esq. Anthy. Corbier, Esq. Gilbert Marshall, Esq. John Robinson, Esq. John Lawton, Esq. Willm. Ward, Esq. Regld. Marriott, Esq. Geo. Denning, Esq. James Porten, Esq. Geo. Hartley, Esq. Danl. Pelliwood, Esq. Thos. Beak, Esq. Robert Williamson, Esq. John Baskett, Esq. John Eyre, Esq. Collett Mawhood, Esq. Geo. Harrison, Esq. William Harvest, Esq. Richard Arundel, Esq. Surveyor-General of His Majesty's Works	Lord Carpenter Sir Mathew Decker Sir Chas. Wager Sir Geo. Walton Capt. B. Solgard Edwd. Salter, Esq. Thos. Phillips, Esq. Kingsmill Eyre, Esq. Robt. Mann, Esq. Willm. Cheselden, Esq. Edw. Harrison, Esq. Edw. Jones, Esq. Burrington Goldsworthy, Esq. Thos. Crammer, M.D. Geo. Doddswell, Esq. Thos. S. Ripley, Esq. Joseph Andrews, Esq. Thomas Hustler, Esq.	Rt. Hon. A. Onslow, Esq. Sir A. Fountain Willm. Harding, Jun. Esq. Percival Lewis, Esq. John Torriano, Esq. Henry Vincent, Esq. Rich. Lilley, M.D. John Armston, Esq. Denzil Onslow, Esq. Chas. Selwyn, Esq.

The deed of assignment was engrossed, and signed by the Commissioners,

Mr. EDEN,
 Secretary, and
 Mr. MANSON,
 Doorkeeper of the Lottery Office,

} Witnesses.

and afterwards enrolled in Chancery, one part being let to the Right Hon. A. Onslow, Esq. on the part of the Commissioners and the trustees, and the other retained by the trustees as the proprietors of the bridge. Adjourned *sine die*.

The following is a full list of the names of the

W. Phelps

Matthew Decker

Frederic W. Wager

Walter

of Concord

Spring

Wm. Chapman

Wm. Chapman

Thos. Cannon

Geo. Dowdell

J. Brown

Wm. Genes

Elizabeth

John Condit

Wm. Finson

Ja. Hustler

Edmunds Jones

Thomart

Thos. Foster

Wm. Dillingham

L. M. Doy

Wm. Wadsworth for

Thos. Phelps

Thos. Ripley

Edw. Tilton

Edw. Tilton

Wm. Tilton

thirty original subscribers to whom the Commissioners handed over this power, and by whom the construction of the bridge was carried out and completed:—

The Right Hon. Sir R. Walpole, Knt. of y^e Most Noble
Order of y^e Garter.

The Right Hon. George Lord Carpenter.

Sir Matthew Decker, Bart.

The Hon. Sir Charles Wager, }
Sir George Walton, } Knights.

Joseph Andrews, Esqs.

Stephen Bliss,

The Hon. Col. George Carpenter.

Wm. Chisselden, Esq.

Thos. Cranmer, M.D.

Geo. Dodswell,

Kingswell Eyre,

Willm. Genew,

Barrington Goldsworthy, } Esqs.

Edwd. Harrison,

John Huggins,

James Hustler,

Edmond Jones, Gent.

Robert Mann, } Esqs.

Thos. Martin, }

John Martin, Gent.

Abraham Meure, Esq.

Capt. James Molley.

Henry Parsons, Esq.

Timothy Perry, } Gent.

Thomas Phillips, }

Thomas Rysley, } Esqs.

Edward Salter, }

Captain Peter Solgard.

George Tilson, Esq.

The shares were afterwards sold in moieties; and

after the passing of the Reform Bill in 1832 they were split up into eightcenths and twentieths, to enable the holder to have a vote for the counties of Surrey and Middlesex.

The first meeting of the proprietors was held at the Lottery Office, Whitehall, November 27, 1728, on which occasion Sir Charles Wager was voted into the chair, and several models and designs of bridges were submitted for the approval of the meeting.

1. The model and a design for a timber bridge by Mr. Ripley, before offered to the Commissioners for approval.

2. A model and design for a stone bridge by Mr. Price, together with the model of a timber one of the same kind with that which Julius Cæsar built over the Rhine, estimated cost 20,250*l.*

3. A design for a timber bridge by Mr. Halfpenny, formerly laid before the Committee.

4. A design for a timber bridge by Mr. Goodyear.

5. A model of a bridge by Captain Perry, with estimate.

6. Two several designs for timber bridges, by Sir Jacob Ackworth, with description and estimate. Sir Jacob also submitted the draughts of the following timber bridges: Chertsey,* Staines, Datchet, and Windsor. These designs were then referred to a committee for consideration,† and they reported in favour of Mr. Ripley, if the piers could be built of moorstone at a cost of 15,000*l.* Sir William Ogbourne's

* This structure appears to have been but a slight affair, as an Act was obtained in 1797 for erecting a new one,

† Dec. 10, 1728.

opinion being asked, he gave it in favour of Sir Jacob Ackworth, as he said that the piers were too weak to support the weight they would have to carry. Mr. Ripley did not procure any estimate, but stated that the cost would be about 16,500*l*. The Commissioners therefore rejected the design submitted by Mr. Ripley and others, and reported favourably on that of Sir Jacob Ackworth. The Commissioners then proceeded to survey and report on the bed of the Thames, and view the lands on both sides; which report was drawn up and presented by Ripley. The width of the centre opening of the bridge was to be 28 feet, and that there should be four others 25 feet wide, and all the rest 15 feet.

It was further resolved that a committee be appointed to settle the particulars, form, and construction of the bridge, consisting of Sir Charles Wager, Mr. Huggins, Mr. Ripley, Mr. Cheselden, and Mr. Phillips. The bridge, as settled by them in a report submitted to the subscribers on the 22nd January, 1728, was to be 786 feet long, and full particulars are given of the various scantlings, head and water-way, and a model of the same was prepared by Mr. Phillips, and submitted for the approval of the shareholders. Another committee was appointed for procuring an estimate consisting of the before-mentioned names with four more added. By the orders of this committee a copy of the instructions of the committee was sent to Sir William Ogbourne and Sir Jacob Ackworth for their assistance in making an estimate. Sir William Ogbourne appears to have gone rather more into detail, but their estimates are singularly close,

that of Sir Jacob's being 11,516*l.* 10*s.* and that of Sir William's 11,555*l.* 16*s.* 8*d.*

As the contract with Mr. Phillips for the construction of the bridge was founded on the figures supplied by Sir Jacob Ackworth, I venture to transcribe it.

The whole length of the bridge to be 786 feet.

The breadth thereof 24 feet.

	£	s.	d.
*498 piles, 1½ loads in each pile, is 622½ loads, at 3 <i>l.</i> per load	1867	10	0
*Driving the piles at 2 <i>l.</i> each	996	0	0
*609 loads of cubed timber and plank at 2 <i>s.</i> 6 <i>d.</i> per foot or 6 <i>l.</i> 5 <i>s.</i> per load	3806	5	0
*Workmanship to do. at 1 <i>s.</i> 6 <i>d.</i> per foot, or 3 <i>l.</i> 15 <i>s.</i> per load	2283	15	0
2120 yards of paving with shells, clay, chalk, gravel, and sandwich stone, at 7 <i>s.</i> per yard	742	0	0
*For gins, stages, and barges	300	0	0
*214 cwt. of wrought-iron in shoes for piles and nails at 30 <i>s.</i> per cwt.	321	0	0
Painting	100	0	0
Making good the ground and works at the end of the bridge	400	0	0
Two houses for the toll-gatherers	140	0	0
3125 ft. of Portland stone and work at 3 <i>s.</i> per foot	460	0	0
For watchmen, candles, &c.	100	0	0
	<hr/>		
	£11,516	10	0

Sir Jacob Ackworth's estimate for those items marked with a star amounted to the sum of 9,674*l.* 10*s.* And Mr. Phillips undertook to carry out the same in a substantial manner for the sum of 9,600*l.* : 2,500*l.*

to be paid down at the time the contract was signed ; 2,500*l.* when one-third was done; 2,500*l.* when two-thirds were done; 2,100*l.* on completion of the work.

On the 24th of March the Committee reported that they had purchased and paid for the rights of the ferries, and had purchased the three boats employed therein, for the sum of 50*l.*; but that they would require an expenditure of 20*l.* for repairs, and that four regular and two extra men would be required for the service of the ferry. Some objection having been made as to the amount of tolls taken on the 14th of April, 1729, it was accounted for by the fact that a coach with four horses and two saddle-horses did not pay then, but did so on the following day.

As one of the men then employed was summoned to Waterman's Hall, as a fit and proper person to be sent on board one of his Majesty's ships of war, Sir Charles Wager was requested to procure his discharge. Sir Charles at the same time informed the Committee that he was about going abroad in command of a squadron of his Majesty's ships of war,* and requested them to appoint some other person to receive the sub-

* Admiral Sir Charles Wager distinguished himself greatly in a gallant action with some Spanish galleons in 1708, off Carthagena. His own ship attacked the Spanish commander-in-chief's, whose ship unfortunately blew up, and out of 600 men on board only 13 survived. She is stated to have had 700,000*l.* of gold and silver on board at the time; another ship ran ashore and so escaped.

Sir Charles set out on the 19th of December from Portsmouth for the Mediterranean, with instructions to send the "Vinot" with Captain Hardy, and the "Leno," Captain Dent, to fetch home a convoy of the Turkish fleet.—Daily Journal, Dec. 24, 1726.

scription money, for which an account was opened in the Bank of England; which was accordingly done in the names of the Honourable George Carpenter and others. As the supervision of the Committee over the construction of the bridge entailed a loss of time and trouble in looking after the work, they were to be allowed a guinea a week for their services.

In order that proper provision might be made to meet the requirements of Edmond Gibson, then Bishop of London, his Lordship was requested to furnish the proprietors with a list of persons attached to, or having connection with, the Palace, which was accordingly done, when we find the following names recorded :*—

My Lord Bishop, his lady and children; Dr. Bettesworth, brother-in-law to the bishop, his lady and children; Dr. Tyrwhit, son-in-law to the bishop, and his lady; his lordship's chaplains, Drs. Cobden and Crow, with other officials; Mr. Skelton, register; Mr. Powlet, secretary; Mr. Thomas Powlet, receiver; and Mr. Castilione and sixteen domestics; five of Dr. Bettesworth's, and a like number of Dr. Tyrwhit's; in all thirty-four persons, the number of children not being mentioned.

To complete the approaches to the bridge it was found necessary that about 200 square feet of Putney churchyard should be purchased, and arrangements having been made with the Vicar and Churchwardens a faculty was granted by his Grace the Archbishop of Canterbury, through his Commissary, the Right Worshipful John Bettesworth, June 16, 1730.

A careful examination of the minutes of the earlier meetings of the proprietors shows that, although Sir

* A.D. 1730.

Jacob Ackworth's design for the bridge was selected, it was materially modified in execution, and its construction superintended, by a committee of eight of the proprietors, of whom Mr. Ripley at one time, and Mr. Cheselden at another, appear to have taken the chief part. The committee met sometimes at the Black Bull or the White Lion at Putney, at other times at the King's Arms at Fulham; two or more were to be a quorum, and one guinea a week was allowed for their expenses, although they do not always appear to have limited themselves to that modest amount. They were also authorised to employ a clerk of the works, one Reisbrook. The interest shown by Mr. Cheselden in the construction of the brick arches and abutments, and arranging for the toll-houses, gave, no doubt, some colour to the statement made by Faulkner,* in his History of Fulham, that Dr. Cheselden† (then one of the leading

* Faulkner, Chasemore, p. 8.

† William Cheselden, the eminent surgeon and anatomist, was born in 1688 at Barrow-on-the Hill, near Somerly, Leicestershire. He was educated at Leicester, and at the age of fifteen was placed under the immediate tuition of the anatomist Cowper, and at the same time studied surgery under Mr. Ferne, the head surgeon of St. Thomas's Hospital. At the early age of twenty-one he gave lectures in anatomy, which were first published in quarto in 1711, and in the same year he was chosen a member of the Royal Society. In 1713 he published, in octavo, his Anatomy of the Human Body, which was reprinted in 1722, 1726, 1732, in folio, and in 1734. An eleventh edition was afterwards struck off in 1778. On the retirement of Mr. Ferne he was elected head surgeon of St. Thomas's Hospital, and he was also consulting surgeon at St. George's Hospital and Westminster Infirmary. In 1723 he published his Treatise for Operations for Stricture. In 1729 he was elected honorary and corresponding member to the

surgeons of his time) gained his experience in architecture while practising as surgeon at Chelsea Hospital, which enabled him to design a bridge standing on so many wooden legs. At a meeting held at the Lottery Office, in Whitehall, 2 July, 1730, the following resolution appears to have been passed, which is, no doubt, what Faulkner refers to:—

“Resolved, as the bridge is built entirely according to a scheme and principles laid down by Mr. Cheselden, and as he has been very serviceable in directing the execution of the same, that the thanks of the proprietors be given to him for the advantages which have been received from his advice and assistance, they being of opinion that no timber bridge can be built in a more substantial and commodious manner than that which is now erected.”

It was also resolved—

“That a book be made with a draught and description of the bridge; that the same be done in such manner as Mr. Cheselden may direct, and that he be desired to advise with Mr. Ripley and Mr. Phillips about the same; that the whole expense do not exceed thirty guineas, and that no more books be printed than shall be for the use of the proprietors.”

At the same meeting it was resolved—

“That Mr. Phillips well deserves a *gratuity from the proprietors* for having been so expeditious, and having performed his work in such a substantial and workmanlike manner, and that he be presented with a piece of plate not exceeding the value of thirty guineas.”

Academy of Sciences at Paris. In 1737 he obtained the appointment of head surgeon to Chelsea Hospital. He died suddenly at Bath, of apoplexy, in April, 1752. He was a great friend of Pope's, and is said to have had some knowledge of architecture.—Biographical Dictionary, by Rev. H. J. Rose, B.D. (1857), vol. v. p. 271.

A vote of one hundred guineas was also given to the secretary, Mr. W. Eden.

On the 6th of October the Committee had reported on the completion of the bridge, and that the contractors were entitled to be paid. In November four tollmen were appointed, to be provided with coats, hats, staves, and lanthorns, and that they do commence to receive toll of foot passengers on the 14th of November. On Tuesday, the 25th of November, the bridge was ordered to be opened to coaches, carriages, and horses, and the secretary was instructed to publish in the newspapers an account of the tolls, as settled under the Act.

On the following page is an abstract of the balance-sheet of expenses incurred in carrying out the provisions of the Act.

UNDER THE 12TH OF GEO. II. CAP. 36, THE FOLLOWING TOLLS
WERE SANCTIONED :—

	£	s.	d.
For every coach, chariot, Berlin chaise, chair, calash, drawn by six or more horses	0	2	0
For the like carriages drawn by four horses	0	1	6
For the like drawn by less than four horses	0	1	0
For every wagon, wain, dray, barrow, cart, or car- riage, drawn by four or more horses or oxen	0	1	6
By less than four	0	1	0
For every horse, mule, or ass, laden or unladen, not exceeding the sum of	0	0	2
For every foot-passenger on Sunday	0	0	1
On any other day	0	0	0½
For every drove of oxen or neat cattle xiii ^d . per score, and after that rate for any greater or less number.			
For every drove of calves, sheep, or lambs, per score and after that rate for a greater or less number.	0	0	6

ABSTRACT FROM BALANCE SHEET, SHOWING THE COST OF ERECTING THE BRIDGE, &c. &c. A.D. 1730.

	£	s.	d.	£	s.	d.
By Thirty Subscribers of 740 <i>l.</i> each	22,200	0	0	To Compensation to owners of the ferry	8,387	9 11
Produce of ferries, as per account	587	14	10	Cost of building the bridge, as per particulars	14,697	4 2
Tolls, part Christmas and Ladyday quarter	£451	1	11½	Account relating to ferries	311	15 10½
Tolls to quarter ending Midsummer	734	5	9	Charges of management—		
	1,185	7	8½	Ladyday quarter	£77	10 6
				Midsummer do.	92	8 9½
					169	19 3½
				Balance available for dividend to Midsummer quarter, 1730	406	10 0
				Carried forward to next quarter	0	3 3½
	£28,973	2	6½		£28,973	2 6½

By Clause 20, the rights of the Bishop of London to a free passage over the bridge for himself, and all persons residing in the episcopal palace at Fulham, and for all horses, coaches, cattle, goods, and things, is carefully reserved to the bishop, in lieu of the right he had hitherto enjoyed in the ferry.

The jurisdiction of the Mayor and Corporation of London over the river is also maintained.

The first carriage that passed over the new bridge was that of His Royal Highness George Prince of Wales. An account of this is given in the "Weekly Journal," Nov. 22, 1729:—

Last Friday His Royal Highness the Prince went to hunt in Richmond Park; and on going thither and in returning back passed over the new bridge, between Fulham and Putney, in a coach and six, with two other coaches in his retinue, attended by his guards, which is the first time of any coach passing over the same. His Royal Highness was pleased to order five guineas to the workmen. It would appear, however, than an officer attending Lord Cobham's regiment of horse, then quartered at Fulham to attend the King and Prince at such times as they may go over the bridge, requested that the proprietors would allow both horse and foot to pass over the bridge without paying toll, in consideration of the sum of 15*l.* paid yearly by His Majesty for the passage of the troop over the ferry. This was accordingly agreed to, but the secretary and toll-men were to take an account of the number so passing.

An account of the number of horse and foot soldiers, passing over the bridge, was accordingly kept, between January 18th and the 1st of March, when it was found that if all had paid tolls the receipts would have been increased by 9*l.* 19*s.* 3*d.* It was decided, therefore, to present a memorial to the Secretary of

State, and subsequently to petition His Majesty that the annual allowance of 15*l.* hitherto paid for the ferry, might be increased. A Royal Warrant* was accordingly issued by Queen Caroline, R.C.R. (as guardian of the kingdom for His Majesty then in Germany), and signed by Her Majesty's commands—R. Walpole, William Clayton, and William Young—addressed to Henry Pelham, Esq. Paymaster-General of the Forces, authorising the payment, out of the army contingencies, of 200*l.* for the two years last past, and a further payment of 100*l.* per annum for the future, which amount continued to be paid down to the year 1820. * * * *

How different were the approaches to the bridge in those days a glance at Roque's Map, published in 1745, will abundantly prove.

Starting from Knightsbridge, where there were a few insignificant buildings facing the Park (with the exception of Lowndes's House, a fine old mansion, the grounds of which are now converted into Lowndes's Square), the Londoner intent on going to Fulham would turn off to the left, across the fields, down an insignificant road, called Bell Lane (now the Brompton Road), to Little Chelsea Bridge; thence by Walham Green, where the Roque family resided; and Parson's Green, said to have been founded by William III. where a fair was annually held on the 17th of August. Here it was that the Republican party threw up some earthworks, which were stormed by the King's forces, and the two armies stood face to

* Dated Aug. 16, 1732.

face for some hours, when the King retired, and the Earl quartered his troops at Fulham, and caused the bridge of boats, before referred to, to be thrown across the stream; thence to Munster House to the town and bridge, the ground, on either side of the way, being under cultivation as market-gardens.

A royal road, called the King's private road, led from Buckingham Palace to the King's Road, leaving Chelsea and Ranelagh to the south, across the stream by a bridge with an ill-omened name (Bloody Bridge), and so by Parson's Green, skirting Lord Peterborough's house* and park to Fulham.

Now studded with smiling villas and well lighted with gas, Wimbledon and Putney Heath then consisted of large and open wastes,† infested with highwaymen and footpads, who constantly preyed on the purse and person of the unwary traveller. Here it was that the celebrated Jerry Abershaw carried on his depredations ere his career of robbery and murder was cut short and he himself suspended in chains on Wimbledon Common, the scene of his crimes, as a warning to others; here also (alas, too numerous to chronicle) were many others whose names and deeds are faithfully recorded in that *old black-letter book* y'clept *the Newgate Calendar*. Here also were debts of honour settled and wounded pride avenged, in many a duel the memory of which has passed away and left no other note than that recorded in the daily

* Originally built by John Tamworth, Privy Councillor to Queen Elizabeth, A.D. 1599. Brewer, vol. iv. p. 83.

† See Roque's Map, 1745.

press ;* and later on, when England roused herself to stem the tide of revolution and of conquest led on by Bonaparte, His Royal Highness George, then Prince of Wales, in 1811, crossed with his staff and retinue the timber bridge, and, reaching Wimbledon, some 50,000 Volunteers passed in review before him. Nor has the lustre of its breezy heath yet passed away; sufficient yet remains to please the eye and still recruit the frame of any peaceful citizen; while worldwide is its fame, as year by year the camp at Wimbledon musters its Volunteers to show their skill in musketry, and hold their own against all comers; so year by year the oft-recurring match is rowed between the sister Universities of Oxford and Cambridge; begun in 1835, each year the rival crews have met, while victory still hangs in the balance or is wooed with oft-repeated challenge; while many fours, and pairs, and sculling matches, attest the watermen's aquatic pluck, to record which would fill a volume. One old familiar face yet hovers near—"Old John Phelps," once Champion of the Thames—a link between the present and the past.

The convenience that Putney Bridge afforded to the public was readily appreciated by the public. Accordingly, in 1736, we find that the inhabitants and residents of Westminster arranged for the intro-

* Such as that between Lord Chandos and Colonel Henry Compton in 1652, and between William Pitt, then Prime Minister, and Walter Tierney, M.P. for Southwark in 1798, fought on a Sunday; also between Lord Castlereagh and George Canning in 1809, when the latter was wounded in the thigh. Brayley's Surrey, ed. Walford, p. 197.

duction of a Bill into Parliament for building a bridge across the river there also.

As it was anticipated that if this design was carried out the receipt from the tolls would be diminished, the proprietors resolved to petition Parliament for any damage they might sustain should the project be carried into law. As the petitioners say,—

If the bridge were made toll free their interest would be near if not totally destroyed. Nevertheless, say they, we are not desirous of obstructing a design of so general a benefit, but humbly hope that if the bridge at Westminster is built and thus property shall appear to be affected in the manner they apprehend, they shall have such relief as in justice and equity shall seem most meet.

And request that a clause may be introduced in the Bill exempting them from all rates and taxes except those hitherto paid by the ferry before the bridge was built. In this as in other petitions against the bridges subsequently erected they were unsuccessful.

Old Westminster Bridge was commenced in 1739, and completed in 1750, at a cost of 389,500*l.* (Charles Labelye, engineer). Of this amount 197,500*l.* was raised by tolling, the rest by a Parliamentary grant. It was taken down in 1853.

Besides a fair and liberal interest which the proprietors received for the capital they had invested in the erection of the bridge, they were entitled as freeholders, both in Middlesex and Surrey, to a vote for both counties. After the passing of the Reform Bill in 1832, many of the shares were split up into tenths and twentieths, for 40*s.* freehold votes. These votes were objected to, in 1864, before the Revising Bar-

risters, to which an appeal was lodged, in the Court of Common Pleas (in the case of *Tepper v. Nichols*). It was argued that, as the trust had lapsed, they had no right to the vote. The appeal went against the proprietors, who consequently lost a valuable privilege which they had enjoyed uninterruptedly for about one hundred and forty years. Chasemore, in his history and associations of the old bridge, mentions the following anecdote attributed to the celebrated punster, Theodore Hook, who resided at Egremont Villa. Walking in his garden which overlooked the bridge, a friend of his remarked: "It is a good investment?" "I don't know," said Hook, "but you have only to cross, and you are sure to be tolled."*

With sundry repairs from time to time, the old bridge was sufficient for all practical purposes. Some fifteen or twenty, four-horse coaches passed over it daily, to and from Portsmouth, Southampton, Guildford, and Kingston, which were discontinued on the opening of the South Western Railway in 1840; but the water-way was not sufficient when steamboats were introduced on the Thames. In the severe frost which occurred in February 1870, two barges which had been frozen in the ice near Hammersmith Bridge broke away, and were carried down the river by the tide with great rapidity (the centre of the stream being narrowed by reason of large floes of ice on either shore), and were driven with great force against one of the pierheads on the Surrey side of the centre lock, smashing it completely. The damage done was

* Chasemore, p. 21.

so serious that the proprietors decided upon removing the broken piles, and throwing two arches into one, making an opening of 44 feet. This, however, was not sufficient to meet the increasing wants of the steam-tugs and barges, with sometimes six or eight vessels in tow; and as the Thames Conservancy Commission had already reported on the necessity of increased facilities being afforded for the navigation of the river in 1868, the proprietors agreed to a clause being inserted in the Thames Navigation Act, promoted by the Commissioners in 1870, to enable them to raise a sum of 6,000*l.*, and carry out further improvements.

In the spring of the following year the middle lock (Walpole's Lock), together with the two side-locks, were removed, and their place supplied with wrought-iron trellis girders, cross-girders, and buckle-plates, resting on cast-iron cylinders, 5 feet 6 inches in diameter, and ornamental granite caps, with a clear waterway of 70 feet, and two side-locks of 40 feet each. The work was successfully carried out without any stoppage of the traffic, and completed early in the following year, according to the designs and under the superintendance of Mr. John Mair, C.E., and Messrs. Wadmore and Baker, architects. The alteration afforded three feet more clear head-way in the centre lock. In excavating for the foundation of the cylinders a few coins of Elizabethan date, and the well-known tobacco pipes,* were found, together with a small cast figure of a bird, in lead (supposed to be Roman), and the lower jaw of a boar; these, I am

* See illustration by Chasemore, p. 47.

sorry to say, I cannot produce for the satisfaction of the curious.

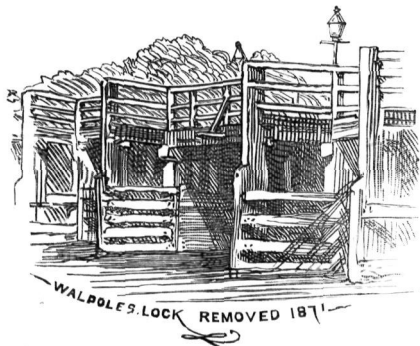
Mr. Nichols, of Newcastle, was the contractor.

Much dissatisfaction having been expressed against the payment of toll on all metropolitan bridges after the removal of the turnpikes, a Bill was introduced by the Metropolitan Board to enable them to open them to the public (called "The Metropolis Toll Bridges Act," 40 & 41 Vict. c. 99, 1877). Under the powers contained therein, compensation was to be allowed to the shareholders and proprietors. The first bridge freed was Waterloo; the others followed. Old Fulham Bridge, together with its rival, Hammersmith, were opened and declared free by His Royal Highness the Prince of Wales and Princess of Wales on the 30th July, 1880, the proprietors receiving for their rights the sum of 58,000*l.* of which 2,000*l.* were invested in Consols to meet the watermen's annuity. In the following Session an Act was obtained by the Metropolitan Board for pulling down the old bridge, together with the Aqueduct erected by the Chelsea Waterworks in 1849, and building a new one to combine the utilities of each. By the courtesy of Sir Joseph Bazalgette I am able to give a few particulars of the structure which will shortly be commenced, and will in a year or two render useless the old timber bridge which has now existed over one hundred and fifty years, and leave but a brief record of its history in these pages.

The proposed site of the new bridge is about 125 feet higher up the river; by this means a better gradient is gained, both on the Fulham and Putney

sides, by making the approach on the former direct from the termination of the present High Street, with a gradient of 1 in 40 feet, passing in the rear of the Vicarage and through the garden; and in the latter, by the removal of the old dilapidated buildings of Bridge Wharf, and the widening of Windsor Street, as seen on the accompanying plan.

The new bridge will be constructed entirely of granite, with five segmental arches, the centre one having 144 feet clear water-way, with a height of 20 feet above Trinity high-water mark, and on either side two arches, one 129 feet in width and the other 112 feet. The total length of the bridge between the abutments on either side will be 700 feet, with a width of 44 feet; the piers from which the arches spring will be 18 feet wide; so that the total clear water-way will be 628 feet. The cost, with the approaches, will be not less than 200,000*l*. The supply of the Chelsea Waterworks will be carried under the footway in four pipes, 24 inches diameter, and two of 12 inches, three being placed on either side.



METROPOLITAN BRIDGES.

TABULAR STATEMENT showing the Date of Erection and Cost of Completion of the undermentioned Bridges, together with the Amount of Compensation paid by the Metropolitan Board and the Corporation of the City of London for the purchase of the Tolls.

	Commenced.	Finished.	Cost.	Compensation.	Architect or Engineer.
			£		
Old London Bridge	1176	1209	—	—	Peter de Colechurch.
Fulham and Putney	1729	1730	23,973	58,000	Sir Jacob Ackworth.
Old Westminster	1739	1750	389,500	—	Charles Labelye.
Old Blackfriars	1760	1769	152,840	—	R. Mylne.
Battersea	1770	1771	22,500	—	— Dixon.
Vauxhall	1811	1816	300,000	255,000	Dodd, Bentham, and Walker.
Waterloo, with approaches	1811	1817	1,000,000	474,200	Sir John Rennie.
Southwark	1815	1817	800,000	200,000	Sir John Rennie.
Hammersmith	1825	1827	80,045	112,500	Tierney Clarke.
New London Bridge	1825	1831	200,000	—	Sir John Rennie.
" with approaches			{ 1,000,000 }		
Albert Bridge	—	1873	170,000	170,000	Roland M. Ordish.
Chelsea or Victoria	—	1858	120,000	75,000	Thomas Page.
Lambeth	—	1862	48,924	35,000	Peter Barlow.
New Westminster	1853	1862	336,600	—	Thomas Page.
New Blackfriars	1865	1869	265,000	—	Joseph Cubitt.
Wandsworth	1871	1873	53,311	53,311	J. H. Tolme.