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THE BARGEWAY

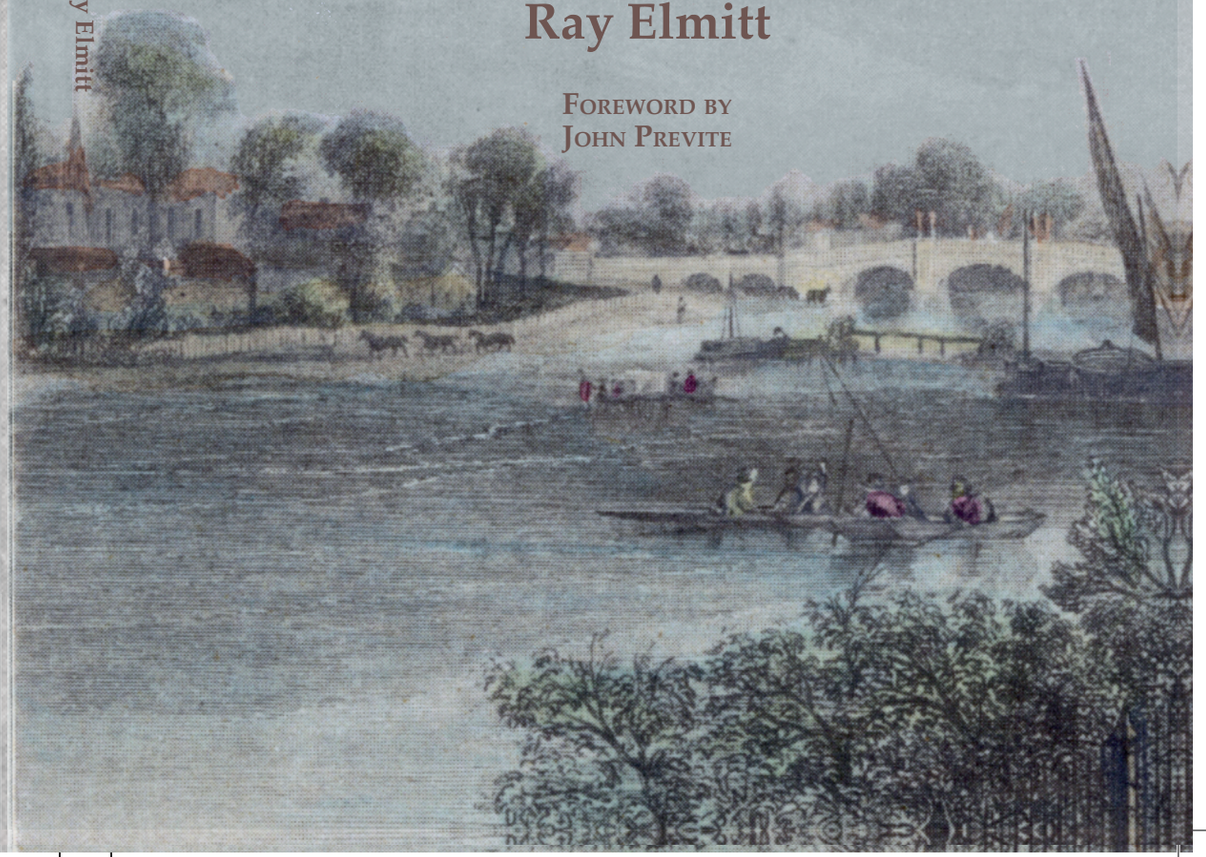
Ray Elmitt

THE BARGEWAY

FROM KINGSTON BRIDGE TO HAMPTON COURT BRIDGE

Ray Elmitt

FOREWORD BY JOHN PREVITE



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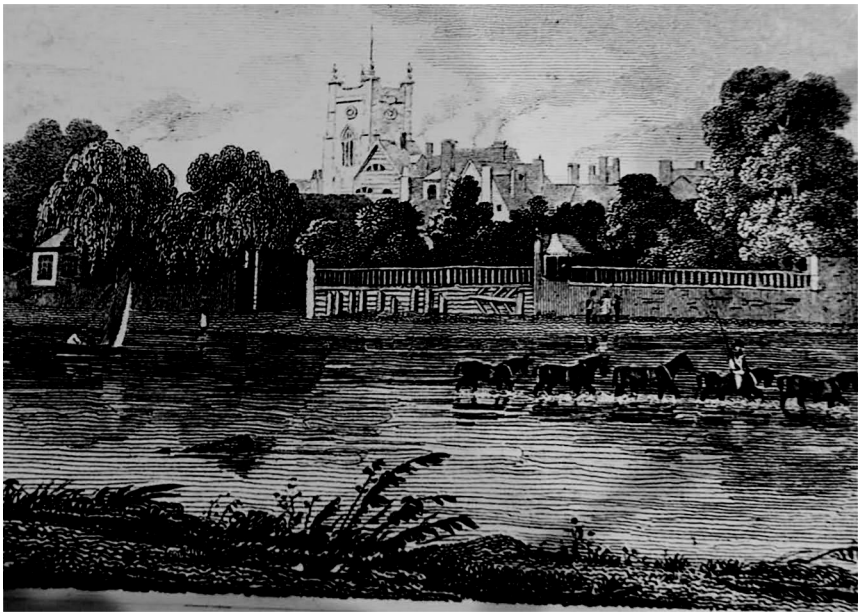

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Robert Finlay McIntyre 1890

Foreword

In 1967 Phyllida and I were looking for a new home in SW London; we wanted to move out of central London with our two sons.

We visited many houses but could not find the right one. One day, looking through the house advertisements in a back number of *Country Life*, I saw advertised an ugly looking house, *The Wilderness*, on the river bank at Kingston. I could not believe that any sane person would advertise a Kingston house in *Country Life*! What has Kingston to do with the Countryside?

Nevertheless we hurried down to see the house. It was in a dreadful state. It had been damaged by a flying bomb which fell in the river and had been "restored" (!) by a Kingston builder who removed many of the original features from inside and outside. Since then the house had been neglected - not decorated since the 1940s and now with dry rot in two places. Despite these setbacks we saw that there was great potential for the house and garden. Scared that we might lose it at auction we offered the asking price. I dare not say what a paltry sum that was by today's prices.

Within a few years of moving in I became interested in the history of the house and of The Bargeway. I found some interesting maps and records at The Public Record Office and obtained copies of them. I thought they would be of interest to other people who frequented The Bargeway and always had in mind that I should share the information

After 50 years of cogitation I thought I really must get to grips with this so I got in touch with The Friends of Bushy and

Home Parks and asked them if they would like me to give a talk entitled *The History of The Bargeway*. They were keen on the idea and supportive. It was at that moment that I got to know Ray Elmitt, the very well known historian of Hampton Wick and author of many books on local people. Very fortunately Ray offered to help with my talk, in particular with displaying the maps and images. I welcomed his assistance.

As we prepared the talk Ray came up with many more ideas of what might be included and illustrated. The consequence was that we amassed so much of interest that we could not possibly include it all in one talk. Ray offered to put the material into a book. What could be better than that and who could possibly be better than him at doing it? Without his knowledge and expertise the talk would not have been the success that it was and this book would never have been written. I am extremely grateful to Ray for completing the story and turning it into such an attractive and interesting publication.

John Previte
The Wilderness
29 February 2020

Preface

This book is about the tow path and track between Kingston Bridge and Hampton Court Bridge on the Middlesex bank of The River Thames, originally known as The Bargeway and now known as Barge Walk*. It runs for nearly three miles and occupies the land between the river's edge and the boundary of the Home Park of Hampton Court Palace. Its purpose was to provide a route for horses engaged in towing barges along the river and the close of land - which covers 18 acres - was known as the Bargeway. The route had been maintained and operated since the end of the twelfth century by the Corporation of the City of London.

The arrival of railways brought about a steady decline in barge traffic whilst the invention of the steam and later diesel-powered tugboats finally obviated the need for horses. Thus the Bargeway lost its purpose and eventually it also lost its name. *Kelly's Directory* referred to it as *Riverbank, or Barge Walk* from 1892 but in 1923 this became just *Barge Walk*.

The obvious way to organise a book about a route is to start at one end and travel to the other. This account makes the journey twice: firstly to acquaint the reader with what exists today and then to explain how it all came to be.

* However, as a local historian with a penchant for preserving associations with the past, I shall ignore directories, electoral registers and even street signs - and simply refer throughout this book to **The Bargeway!**

An aerial View of the Bargeway courtesy of Google Earth Pro. All the named locations are mentioned in the next section *A Walk along the Bargeway*. In addition, those locations shown in CAPITAL LETTERS have their own chapter(s) describing the history behind their existence.

By pure serendipity this photograph was taken on the eve of the 2019 Hampton Court Flower Festival with all installations in place but as yet no cars in the spectator car park.

Old Bridge Street

Coal Wharf/Kingston Bridge Boatyard

The Pleasure Ground

Pre-ramble:
A Walk along the Bargeway

The real start (or finish) of the Bargeway is at the bottom of Old Bridge Street, Hampton Wick at the point where the original wooden bridge brought the towing path across the river from the Surrey to the Middlesex bank. Here teams of fresh horses from a farm in Petersham would await the arrival of laden barges ready to haul them on their continued journey upstream towards Staines and beyond. It was here too that the toll-collector employed by the Corporation of the City of London would collect the fee from the barge operator which was based on the distance to the final destination.

The route of the Bargeway then passes under the three distinctly identifiable generations of Kingston Bridge and out into an open area which has a fence separating it from the neighbouring meadow. The cobbled area by the river marks the site of the coal wharf (page 35) now occupied by the Kingston Bridge Boatyard (page 39). The section between the fence and the river running 400 yards upstream was the site of a former pleasure ground (page 43) created by the village to celebrate the wedding of the Duke of York, the future King Edward VII. Most of the original chestnut trees planted 120 years ago are still flourishing. Access to the area for pedestrians and horses (and later for vehicles) is also provided by a road known as York Terrace which slopes down to the river from bridge level.

New Barge Walk Cottages


Minima Dinghy Park


Approaching Wilderness Estate

The area between the fence and the park boundary, once known as Little Meadow, was the site of an Allotment Ground (page 51) which ran the full length of the pleasure ground and passing behind the *New Bargeway Cottage*s and their predecessor *Wilderness Cottage* (page 65) …

… as far as the Minima Sailing Club boat park (page 57).

From here to a point opposite the Italianate church of St Raphael on the opposite bank, the nature of the changes significantly. Track and towing path are now combined and run along the river's edge. In place of open space on the landward side of this route are the houses and private gardens of The Wilderness Estate (page 75).


Parkfield
The Lodge
The Wilderness


Garden and Fighouse


Llanover

The Wilderness Estate was owned until WWII by the Corporation of the City of London and its successor as the river management authority Thames Conservancy. The two principal houses are *The Wilderness* (page 83) and *Parkfield* (page 85). Between them are the original twinned coach houses/stables that later became staff cottages. One is almost unchanged whilst the other has now morphed into a five-bedroom house.

Beyond *Parkfield*'s impressively large 21-room Victorian house lay a considerable estate the first part of which, hidden behind a high fence, is a formal garden with a large greenhouse. Beyond this is the former fruit and vegetable garden complete with fig house now beautifully restored/recreated by its current owners. The final section, originally a meadow some 350 yards long though only a few yards deep, was used for grazing horses.

A coach-house serving the original *Parkfield* residents was located towards the northern end of the meadow and this is now the site of the only completely new property - *Llanover* - in the former *Wilderness Estate*. Here there is a locked barrier across the road to prevent unauthorised onward vehicle access.

End of the Longford River

Surbiton Passage Gate

Towing Path and Track divide

Beyond this, the former meadow has become completely overgrown with a few major trees and widespread scrub. Eventually, near the beginning of the large island known as Raven's Ait, the meadow finally ends and the Bargeway begins to slowly open out again.

At this point there are two interesting features associated with the palace at Hampton Court which go almost unnoticed by the uninitiated visitor. Firstly, at a particular point marked by a flat slab of concrete and otherwise discernible only by a small area of turbulence in the water by the river bank is the conduit located at the end of the Longford River. This artificial waterway diverts waters from the River Colne at Longford near Heathrow Airport some 12 miles away. It was built for King Charles I in 1638/39 as a water supply for the garden fountains at Hampton Court Palace and cost £4,000 (now around £175m). The original bed of the Longford River through Home Park is still visible for several hundred yards near the north-west corner of the Stud House garden, its direction suggesting that it originally flowed into the Thames close to the Minima Sailing Club boat park. However Charles II diverted the water from his father's river to supply his new 3,800 foot Grand Canal - now known as the Long Water - from where it flowed through the Lower Wilderness and out into the river at its current position[1].

The second palace-related feature is the rather more evident gate into Surbiton Passage which was created to provide a direct route into the park for visitors coming over from the Kingston side of the river via the Westfield Ferry. It was installed when Home Park was opened to the public in the 1890s[2].

The layout now reverts to its previous arrangement with the track and towpath again occupying their own separate routes with increasingly spacious grass verges either side of them.

---

[1] An avenue of limes was planted along the canal as a gift to Charles II's wife Catherine of Braganza.The story is told that Charles II had planned that Catherine's first visit to the palace would have her arrive gently and romantically in a row barge propelled up the Long Water - which was aligned on her own personal drawing room on the east side of the palace. In the event she arrived by coach at the original gate on the west side … along with a large and noisy group of her Spanish courtiers.

[2] The meadows at the eastern end of the park - i.e. between the park itself and the Bargeway - were acquired by William III as grazing for the royal stud and have been grazed by the Monarch's horses ever since. The boundary was set in the early eighteenth century and has remained unchanged. The lower land beyond the Long Water has always been prone to flooding, which has ensured the continuing fertility of the meadow.


The Gas Tunnel


Ditton Gate


The Pavilion

Three quarters of a mile beyond the gate stands an incongruous tall circular brick structure with a concrete canopy. Although designed to serve as a public shelter, its primary purpose is to act as a ventilator to the tunnel 40 feet below (page 95) which carries a gas main under the river over to Long Ditton on the opposite bank.

This location was also once the crossing point of the Long Ditton ferry, users of which could enter Home Park through the nearby Ditton Gate.

Here the river and the Bargeway are completing a 90 degree right turn and are now heading north west. It is also at this point that there is the widest separation between tow path and roadway. Just over 500 yards along from the Ditton Gate stands *The Pavilion* (page 99). This is the only (greatly enlarged) survivor of four original pavilions which were built in 1701 around a bowling green. The building stands at the end of a 650 yard-long terrace walk running parallel to the river and created to use up the spoil from the demolition of the old Water Gallery. This latter structure had been created by Henry VIII which, whilst still in good condition, conflicted with Sir Christopher Wren's impressive new palace building nearby.


Jubilee Gate


Tijou Screen


Banqueting House


Hampton Court Bridge

Some idea of the scale of these earthworks is given by the height of the terrace adjacent to the Bargeway and by the steps at the Jubilee Gate[3] that stands 430 yards along from *The Pavilion*. A similar distance remains until a first glimpse of the Palace itself comes into view just beyond the demilune at the south end of the Fountain Garden. The eastern facade of Wren's magnificent baroque design palace, with its contrast between the pink brick and the pale Portland stone quoins, frames and banding along with its distinctive circular windows together provide an impressive backdrop to the recently restored Privy garden. The privy, meaning private, garden was created to allow a quiet space for the monarch's exclusive use and reflected his personal taste. Henry VIII designed his as a heraldic garden; later, art collector Charles I created a simple Italianate style garden in which to display his classical statues. The Privy Garden today is a 1995 reconstruction of William III's 1701 formal privy garden and was created using original plans and planting lists which were authenticated by extensive archaeological investigations[4].

Bordering the Privy Garden at the river's edge is the magnificent Tijou Screen, designed by French master blacksmith, Jean Tijou in 1690 together with a copy of the statue of *Apollo Gazing at the Sun*.

Soon after, on a raised site overlooking the Thames, is a small pavilion, the Banqueting House. This was built around 1700 by William III for informal meals and entertainments in the gardens rather than for the larger state dinners which would have taken place inside the palace itself. Note the stone recording the level reached by the river floods of November 1894[5].

---

[3] The gate was installed in 1887 to commemorate the Silver Jubilee of Queen Victoria to give access to the terrace (but not the park itself). Mrs Fanny Wyatt, who was living in *The Pavilion* at the time objected to the opening of the gate, saying that "if this is done, *The Pavilion* will be rendered uninhabitable for two ladies without men servants, from the extra number of tramps who will come into the area". But the Lord Chamberlain did not accept her objection as the opening of the gate seemed to be "so much required by the neighbourhood".

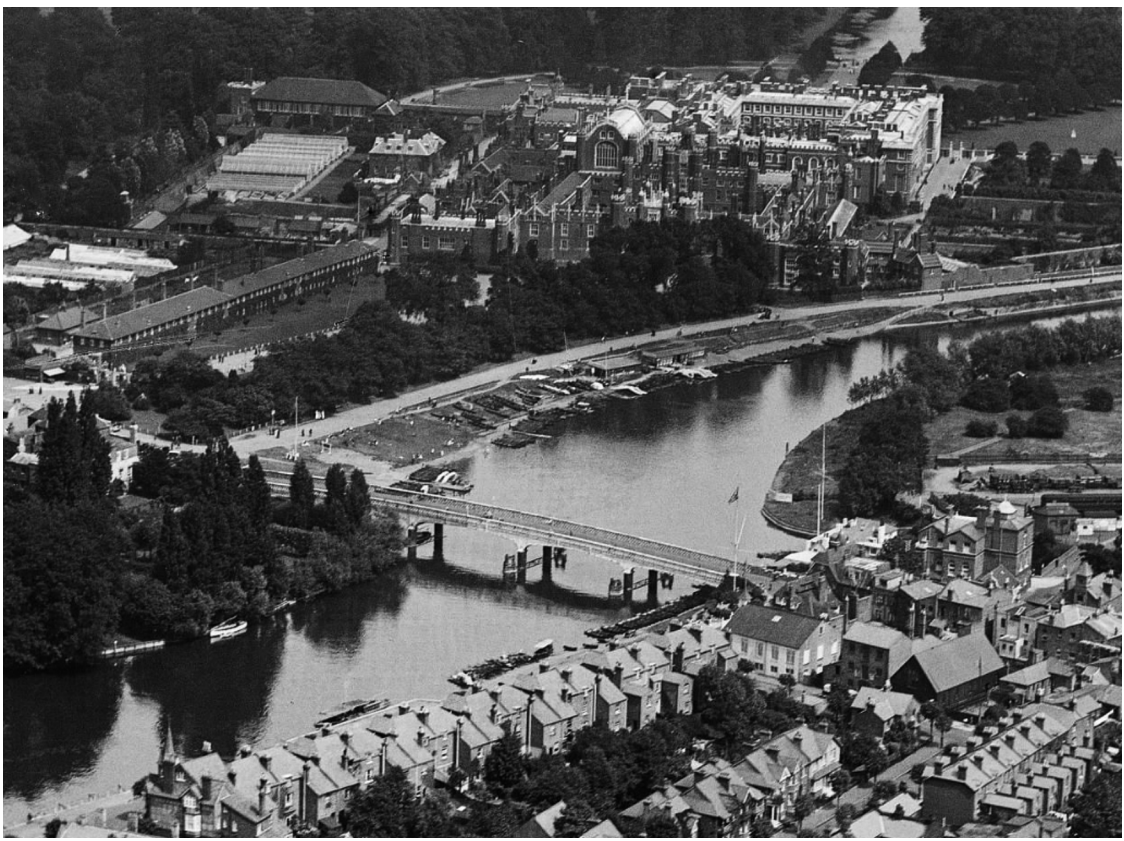
[4] The cost of the reconstruction was met by income from the Hampton Court Flower Show (now called the Hampton Court Garden Festival) which started in 1990 and is the largest flower show in the world.

[5] The mouth of the River Mole, a 50-mile long river rising in West Sussex is almost directly opposite the Banqueting House and would have contributed significantly to the 1894 floods. Further serious flooding of the River Mole in 1947 and 1968 led to the construction of a major flood prevention scheme designed to protect this stretch of the Thames.

The Bargeway ends at Hampton Court Bridge. Constructed of reinforced concrete, faced with red bricks and white Portland Stone to reflect the style of Wren's portions of Hampton Court Palace, the bridge was designed by the Surrey county engineer W. P. Robinson and the architect Sir Edwin Lutyens. It was opened by the Prince of Wales on 3 July 1933[6]. The bridge is the fourth road crossing to have been constructed here although the previous three bridges were located slightly further upstream.

[6] The Prince also opened both Chiswick and Twickenham Bridges on the same day. The construction of the latest Hampton Court Bridge required the permanent diversion of the flow of the River Mole into the River Ember.

This aerial view of Hampton Court in 1920 showing the earlier 1865 bridge a few yards upstream of the Lutyens bridge that replaced it.



Introduction

Historic Context

At 215 miles from source to estuary, the Thames is the longest river entirely in England. Its strategic value in providing a fast route to reach and subdue dissenting tribes in central southern England was recognised and exploited by invaders including the Romans, Vikings and Normans. Likewise its commercial value in supporting two-way trade between London and major towns like Richmond, Kingston, Reading and Oxford was used to the full by barge operators[7].

In 1197 Richard I, who had previously held all rights on the Thames, sold them to the Corporation of the City of London to raise funds for his crusades in Palestine. In practice the City did not choose to exercise their newly-acquired rights beyond the limit of the tidal reach at Staines and in 1285 they marked the de facto boundary of their jurisdiction by erecting the City of London Stone[8].

Competition for the use of the river created the centuries-old conflict between those who wanted to dam the river to build millraces and to install fish traps and those who wanted obstacle-free passage along which to travel and carry goods. Although an Act of Parliament of 1350 prohibited the obstruction of the river,

[7] Two canals flow directly into the non-tidal River Thames: the Kennet and Avon canal (opened 1810) connecting Bristol and Bath to London via Reading and the Oxford canal (opened 1790) connecting the Midlands to London via Oxford.

[8] In Victorian times an annual expedition took place which saw the Lord Mayor of the City of London rowed upriver in his State Barge to touch the London Stone with his sword and re-affirm the City's rights to charge tolls on river traffic and levy taxes on structures such as fish traps. The practice continued until 1857.

there was no effective body to enforce its observance. Weirs were used on the upper, non-tidal stretches to dam the river with flash locks[9a] to allow the passage of boats. The formation of the Oxford-Burford Commission in 1624 led to the installation of three pound locks[9b] on the upper reaches during the 1630s which provided an effective compromise by maintaining a good head of water for the miller whilst allowing boats to pass relatively easily from one river level to the next with minimal loss of water. Although these installations proved the viability of pound locks, no similar Commissions were created to provide them on other stretches so flash locks remained the predominant installations for the next 70 years.

Finally a new body, the Thames Navigation Commissioners, was appointed in 1751 with similar powers to their 1624 predecessors. However, with a membership of over 600, the body proved too unwieldy to operate effectively. The 1770 Thames Act cleared this log-jam by allowing a quorum of just 11 Commissioners to conduct its business and, now armed with the power of compulsory purchase to acquire land for locks, weirs and the like, the Commissioners succeeded in installing 22 pound locks over the next 20 years. In 1811 the City of London built Teddington Lock[10] which added a further 25 miles to the length of non-tidal navigation on the Thames.

A dispute arose in 1840 (at the time the Victoria Embankment was first mooted) between the Crown and the City of London as to the ownership of the bed and soil of the River Thames. The Crown advanced the argument that as the Thames was a navigable river it was an arm of the sea and consequently there was a *prima facie* case that the bed and soil, as far as it ebbed and flowed, belonged to The Crown by virtue of prerogative. This dispute lasted for 17 years, but the City of London finally agreed in December 1856 to withdraw all claims to the bed and soil of the River and admitted the claim of The Crown. The Crown's land rights were then re-conveyed to the newly-formed Thames Conservancy

---

[9a] Flash locks were commonly built into small dams or weirs where a head of water was used for powering a mill. The lock enabled boats to pass through the weir while still allowing the mill to operate when the gate was closed. However it could take up to a day or even more to restore the water levels after a boat had passed, so their use was unpopular with the millers.

[9b] A lock where the water is impounded between gates at both ends of the lock.

[10] Followed by a further five locks below Staines (Penton Hook, Chertsey, Shepperton, Sunbury and Molesey) between 1812 and 1815.

except in places immediately adjacent to a Royal Palace.

As will become apparent, this exception as it applies to the Bargeway has had a significant historical effect on the relationship between the Local Board of Hampton Wick and The Crown authorities at Hampton Court Palace.

*

Geographic Context

The Bargeway runs from Kingston Bridge to Hampton Court Bridge, a distance of nearly three miles.

The total area enclosed by the Bargeway and Hampton Court Road is in excess of 800 acres comprising Hampton Court Palace along with its formal and informal gardens and paddocks together with Home Park[11] both of which are Crown Property under the management of Historic Royal Palaces. The Palace with its formal and informal gardens is situated at the west end of the Park from which it is separated by metal railings. There are similar railings along the south-west boundary of the Park with the Bargeway. The northern boundary is adjacent to Hampton Court Road, from which it is separated by a handsome high brick wall built for Henry VIII. The eastern boundary is slightly more complex since there is a large 100-acre area of grassland divided into three meadows and belonging to the Royal Stud, lying between the formal parkland and the Bargeway itself and separated from each of them by picket fence and metal railings respectively.

[11] Although Bushy Park had been open to the public from the 1830s, the local populace were excluded from entering Home Park under the explicit instruction of Queen Victoria. She eventually relented and, from Whit Monday 1893, two thirds of the land was open to the public. The following year, the Royal Stud operations in Home Park were moved to Sandringham and almost the whole park area made publicly available.

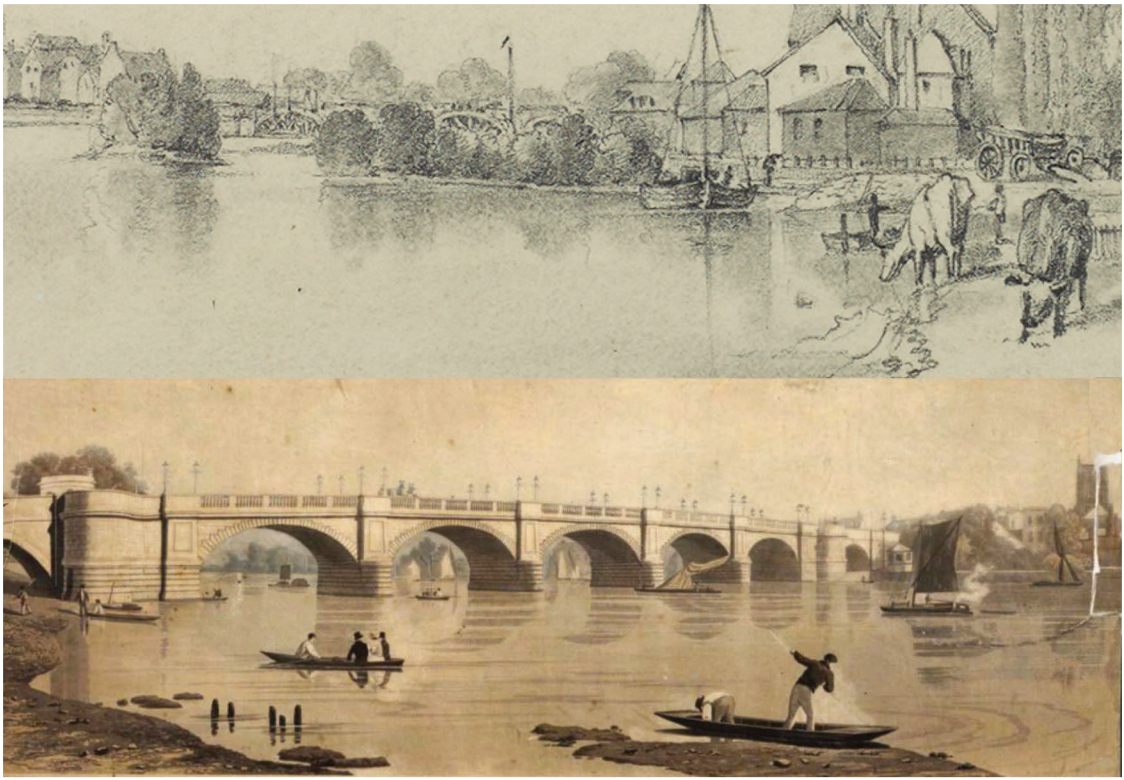
Above:
The old bridge in the early 1800s. The shallowness of the river indicates that the artist Thomas Rowlandson created his picture before Teddington Lock had been completed in 1811.

Below:
The bridge was made impassable to force would-be toll evaders to use the new bridge.

Kingston Bridge

The first documented reference to a bridge at Kingston was in 1193 though an earlier structure further downstream may have existed in Saxon times. The wooden structure of this first bridge was narrow and carried the bridge deck on 22 piers each consisting of four piles with additional cross-bracing for strength. The two spans in the centre of the river were higher and wider than the others to ease the passage of barges. The construction was relatively flimsy and prone to damage and tolls were imposed to pay for the ongoing repairs. Robert Hammond, a prosperous London brewer, had properties in both Kingston and Hampton and was therefore a frequent user of the bridge. On his death in 1557, he left the revenues from some of his land investments to the Kingston authorities on condition that they be used to maintain the bridge free of tolls in perpetuity ("free for evermore").

The bridge's state of repair became increasingly problematic by the early 19th century. It had become dilapidated and its restricted dimensions made passage difficult both for river and road traffic. Pressure mounted for it to be rebuilt but no agreement could be reached as to who should be responsible - or who would pay for it. The courts became involved in 1813 but they were overtaken by events in January 1814 when the river froze over completely and part of the bridge collapsed. The court ordered Kingston to repair the bridge from its own resources but a complete replacement had by that time become a clear necessity.



Top: Construction of Kingston Bridge nearing completion in 1827.

Above: Lapidge's own watercolour of the completed bridge which he displayed at the Royal Academy before presenting it to Kingston Council.

Below: The bridge around 1900.

In 1825 Kingston Corporation notified the Navigation Committee of the City of London that it intended to build a new bridge. An Act of Parliament was passed in the same year to authorise construction and the Trustees applied to the Exchequer Bill Loan Commissioners[12] for £45,000 funding (almost £200m at today's values).

The Corporation originally planned to erect a cast-iron bridge but concerns over the rising cost of iron led to the abandonment of the scheme. It was decided instead to build a stone bridge in the classical style to a design by Edward Lapidge, the Surrey County Surveyor. The plans had to be inspected by Thomas Telford, one of the Loan Commissioners, before funding could be released. Telford's own estimate for the total work including land acquisition and approach roads was £47,457. It was then found that the Act limited the amount that could be raised to £40,000. A reduction in the scale of construction work was proposed by Lapidge and approved by Telford and this allowed the project to proceed on a reduced scale. The first stone was laid by the Earl of Liverpool (who was then Prime Minister) at a ceremony on 7 November 1825 and the bridge was opened by the Duchess of Clarence (the future Queen Adelaide) on 17 July 1828. The work exceeded the budget by a mere £100[13].

With the need to repay their loan, Kingston Corporation had reimposed tolls on the new bridge. Some of the local population sought to circumvent this charge by continuing to use the old wooden bridge but the Trustees reacted quickly by removing some of the timber deck to render the bridge impassable. The remaining structure was then sold for the scrap value of its materials which the purchasers were required to remove as quickly as possible.

There can be no doubt that the needs of those wishing to cross the river were served well by the handsome new bridge which, at 25 feet, was over twice the width of its wooden predecessor. However having to pay a toll to cross it continued to grate with its users and was to have a lasting effect on the design of the transport infrastructure of the area.

---

[12] The Exchequer Bill Loan Commission was created in 1817 to provide Government funding for public works in order to create employment for soldiers returning from the Napoleonic Wars.

[13] When the bridge-widening work was underway in the late 1990's it was discovered that the original bridge foundations did not conform to Lapidge's specified design with the use of inferior materials suggesting that the building

Above:

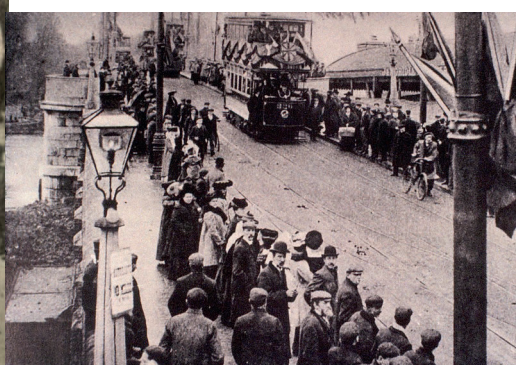
The toll booth was on the Hampton Wick side.

Left:

Huge celebrations marked the end of the toll charges.

Below:

Rapid growth in the popularity of bicycles coupled with the arrival of trams into Kingston exceeded the safe capacity of the original bridge.



When the London and South Western Railway floated its Parliamentary Bill for a Kingston Extension Railway in 1859 it met with considerable opposition from Kingston side. The original plan was for a branch line leaving the mainline at Twickenham passing through a station at Teddington before arriving at a terminus in Hampton Wick on the site of the White Hart Hotel. Although only a brief walk from Kingston Parish Church and the marketplace, would-be passengers from that side of the river would nevertheless have to cross the bridge - and pay the halfpenny toll. The objections were so strong that the Railway Company were forced to present a new Bill in 1860 which added an embankment to raise the line sufficiently to cross the river on a bridge arriving at a resited terminus on Canbury Field. The line opened on 1 July 1863[14].

The unpopular bridge tolls were finally lifted on 12th March 1870 after the Corporation of the City of London eventually bowed to the weight of public opinion and agreed to apply some of the proceeds from their highly unpopular Coal Tax to paying off the outstanding debt of £15,600 on Kingston Bridge. The occasion was marked by a procession around the streets of Kingston and Hampton Wick, which was led on horseback by the Mayor of Kingston and consisted of dozens of carriages carrying the Lord Mayor and various officials of the City of London[15] along with local dignitaries and followed on foot by hundreds of cheering citizens. As the party returned over the bridge into Kingston, the *Surrey Comet* for 19th March reported that:

> *the Lord Mayor's carriage was stopped, a body of men lifted the gate off the hinges, Mr. Garrard advanced with the key of the now defunct gate, which he politely handed to the Lord Mayor who simply bowed his acknowledgment of the gift and Mayor Gould rising in the stirrups*

proclaimed in a loud voice:

"The bridge is free."

[14] The high-level station in Hampton Wick was the direct consequence of adding the embankment and river crossing.

[15] The Lord Mayor arrived on the recently inaugurated Kingston Further Extension Line from New Malden (then known simply as Malden) which completed the loop between the Reading/Windsor lines at Twickenham to the Southampton Line at Wimbledon.

Above: A second bridge was added on the upstream side, opening in 1914.

Below: The new bridge deck.

Despite the significant growth in the local population (especially in Kingston) the bridge continued to serve its purpose until the turn of the century when changes in modes of transport would finally demonstrate its shortcomings. The development of the safety bicycle from 1880 onwards led to its increasing use as an everyday transport tool for men - and, crucially, women - of all ages. In turn this meant the cyclists were sharing the narrow roadway with horse and carriage traffic. Trams arrived in Hampton Wick from Twickenham in April 1903, initially en route to Hampton Court but inevitably London United Electric Tramways soon achieved their next ambition - to cross Kingston Bridge[16] - when they opened services to Tolworth and Thames Ditton in March 1906. Contemporary photographs showed how completely the twin tracks filled the roadway. Immediately the combination of traffic and trams made it ever more dangerous for pedestrians to use the bridge and the death of a young cyclist forced the authorities take action.

With work starting in 1911, the bridge was widened from 25 to 55 feet by removing the parapet on the upstream side and grafting a second - replica - bridge alongside the original. This significant engineering project was completed by October 1914 but was inaugurated without ceremony due to the recent outbreak of war.

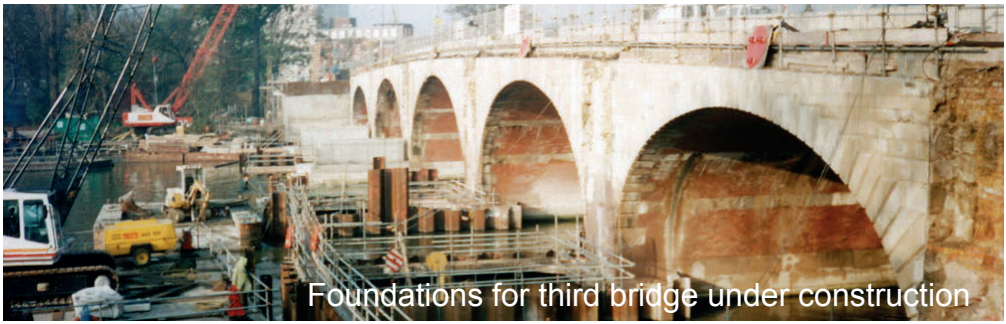
The widened bridge would still have provided sufficient capacity to meet current-day requirements were it not for an EU Directive that obliged the UK to allow 40-tonne, five-axle lorries on UK roads from 1 January 1999. The bridge required strengthening to meet this new stipulation. Having considered the option of closing the bridge completely for a period to achieve this, the Government granted the extra funding needed to keep traffic flowing by adding a further upstream extension of the bridge which then allowed the original bridges to be strengthened in two phases[17].

The bridge was given protection as a Grade II* listed structure in 1951.

---

[16] Thus becoming the first Thames Bridge to have trams crossing it.

[17] The resulting 77 feet bridge - which includes two bicycle lanes, larger pavements and a bus lane - was reopened by HRH The Duke of Kent in June 2001.


Foundations for third bridge under construction


Mid 1990s


bridge widened
by about
this amount
Horse Fair
From 2001

Coal Wharf

Turning right at the bottom of Old Bridge Street at the original starting point of the Bargeway, the visitor will notice the carriageway has a cobbled surface. Initially these cobbles are seen to be small and somewhat uneven but suddenly they become longer and much more regular. The difference is that the former were originally laid around 150 years ago whereas the latter are about 20 years old.

*

The Hampton Court Gas Company was formed in 1850

> *being a joint stock company for the purpose of supplying the parish and neighbourhood of Hampton with inflammable air or gas.*

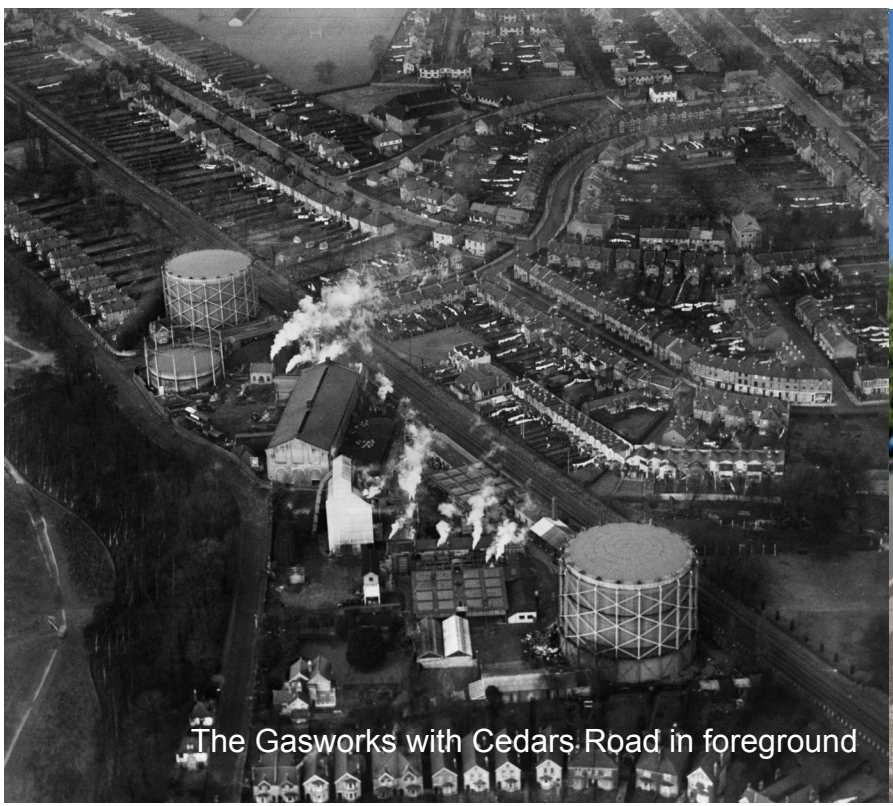
Their initial supply area also included Hampton Wick and Teddington along with East and West Molesey. The gas works were located on Sandy Lane immediately north of Cedars Road. The works first opened before the arrival of the railway so coal supplies were brought in by river and off-loaded at a wharf immediately upstream of Kingston Bridge at the very start of the Bargeway. The wharf was located on land leased from The Crown by Thames Conservancy and the latter would have received remuneration from the Gas Company for the use of the wharf. Initially the unloading would have been completely manual but later steam grab cranes on rails were employed. The rails are still in place but no longer visible.

The Coal Wharf in 1930s

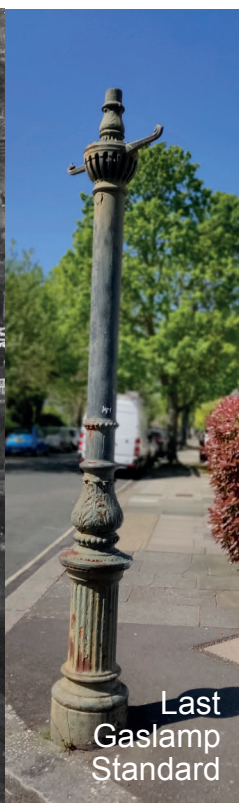
The coal was originally transported to the works on Sandy Lane *(bottom left)* by horse and cart and later by motor lorry. The route used the road under the western-most flood arch of the bridge and, to counter the abrasive effect of the constant traffic it would have carried, cobbles were laid along the wharf and the whole length of road as far as its junction with Old Bridge Street. However by the 1890s some coal was also arriving by rail direct to a siding alongside the Sandy Lane works and by 1938 the comprehensive set of sidings shown on the six-inch OS map suggest that virtually all supplies now arrived by railway wagon.

*

Well before the demise of the gas works, street lighting in Hampton Wick had been converted to electricity. A sole memento of the previous era exists in the form of a lamp standard (without any lamp) which stands on the north-east corner of the junction between Vicarage and Cedars Roads *(bottom right)*.



The Gasworks with Cedars Road in foreground



Last Gaslamp Standard

Kingston Bridge Boatyard

Kingston Bridge Boatyard

The coal wharf is now occupied by the Kingston Bridge Boatyard, a community currently consisting of ten residential boats. This water-borne neighbourhood has existed around the foot of the bridge since soon after WWII. It was originally located on a wharf on the downstream side of the bridge which, although belonging to the Thames Conservancy, formed part of the Doherty Works, a small factory located on the site now occupied by Riverview House. Around 1968 the factory was leased by British Industrial Tooling Ltd who requested that the boats should be moved away to avoid the complication of managing the tenancy and collecting the rents. John Bohan, one of the boat owners, appointed himself as the community's managing agent and negotiated a contract with Thames Conservancy to relocate the whole community to the Conservancy's other wharf on the upstream side of the bridge previously used for the Gas Company coal deliveries[18]. In the event some of the community moved to the new location whilst others elected to remain downstream. The "remainers" community became referred to as East Berliners because they were separated from the upstream West Berliners by the bridge (and lived in its shadow). Bohan (who everybody referred to as "John the Rent") kept both communities under strict control with his somewhat autocratic management style but Thames Conservancy were well satisfied with a relationship that caused them no hassle.

[18] In practice, a few of the original boats remained on the Doherty Works wharf with one of their owners acting as the interface with British Industrial Tooling. This was cited as the precedent for the creation of Panther Quay in 1999 with its complement of three permanently-moored "yacht-houses" (aka houseboats).

In the early 1980s John Bohan stood down when the community formed a residents association and became direct tenants of Thames Conservancy. The association laid down the residency criteria and neighbourhood practices to be adhered to by its members and their successors. They also negotiated a lease of one of the dry bridge arches from the owner Kingston Council which provided storage space for each boat owner. Mains connections for water, electricity and sewage were installed. For winter comfort, central heating with radiators connected to diesel-powered heaters became a typical installation although some residents preferred a traditional Godin stove burning clean coal. The boats themselves have varied origins ranging from a 1915 ex-Naval pinnace[19] later converted to a schooner to a boat built in 1939 for a pilot but which was seconded almost immediately to the Ministry of Transport.

In 1995 the newly-formed Environment Agency took over as landlords. Soon after, the residents of Kington Bridge Boatyard were to face a much more major disruption in their lives.

*

[19] A small vessel used as a tender to larger vessels

New bridge under construction

Council Directive 85/3/EEC of 19 December 1984 on the weights, dimensions and certain other technical characteristics of certain road vehicles

stipulated that major roads in all member states within the EEC must be capable of accepting lorries weighing 44 tonnes. The road across Kingston Bridge is the A308 - which is classed as a major road - and was therefore subject to the new Directive but neither the original Georgian bridge nor the spans added in the early part of the 20th century were capable of supporting vehicles conforming to the new weight limit. A major strengthening was required.

The original plan was simply to close Kingston Bridge for the duration of the works and divert the traffic via Hampton Court and Twickenham Bridges but local Twickenham MP Toby Jessel successfully campaigned for the less disruptive but significantly more expensive alternative of first building a third bridge alongside the existing double bridge. This could provide the capacity needed to continue providing two lane traffic flow in each direction whilst strengthening work was being completed on each of the older bridges in turn.[20]

Since the works related to a building owned by the local planning authority (the Royal Borough of Kingston upon Thames itself), the planning application had to be referred to the Secretary of State as well as to the Borough of Richmond upon Thames, as planning authority for the western half of the bridge. Approval having been given, work was started in 1997 and completed in 2000 with the new bridge being formally opened in June 2001.

However before construction could begin an alternative location for the community at Kingston Bridge Boatyard would have to be found by Kingston Council. Kingston's initial proposal was to move everyone across to the Kingston side for the duration but an impassioned and throughly-prepared appeal - supported by the Hampton Wick Association - was made to a full meeting of Kingston Council. As a result the bridge contractor Symonds Travers Morgan was instructed to

[20] To speed construction and lessen disruption to river traffic, each arch span was constructed from 12 precast concrete units, created in a factory - including the brickwork - and brought on site by road. Nevertheless the project overran by over a year.

replicate the community's existing facilities on a temporary site a few hundred yards upstream though with the boats moored end-to-end rather than double- or triple-banked as they were in their permanent quarters. Planning permission for this temporary arrangement was granted in January 1997 with the strict proviso that everything - except the steel piling and concrete capping under the decking of the 300 yard long mooring - must be removed and the site reinstated by 16 January 2000.

The new site with its comprehensive facilities was a great success and the increased proximity of the houseboat community was also welcomed by the residents of The Wilderness Estate who felt it afforded them greater security in their otherwise isolated position. As the bridge neared completion the Kingston Bridge Boatyard residents asked for permission to remain on the new site and their request was supported by the local permanent residents. However Historic Royal Parks insisted the site should be vacated as planned and the community reluctantly returned to its newly reinstated home by the bridge albeit with the consolation of having better services and an expanded storage and parking area available to them under the new bridge

*

The bridge contractors had removed all the cobbles on the lane and wharf before construction started. To ensure the reinstatement of the cobbled way matched the quality of the original they imported an experienced craftsman from Portugal to complete the task.

Enchantress *on the temporary moorings*

A Pleasure Ground

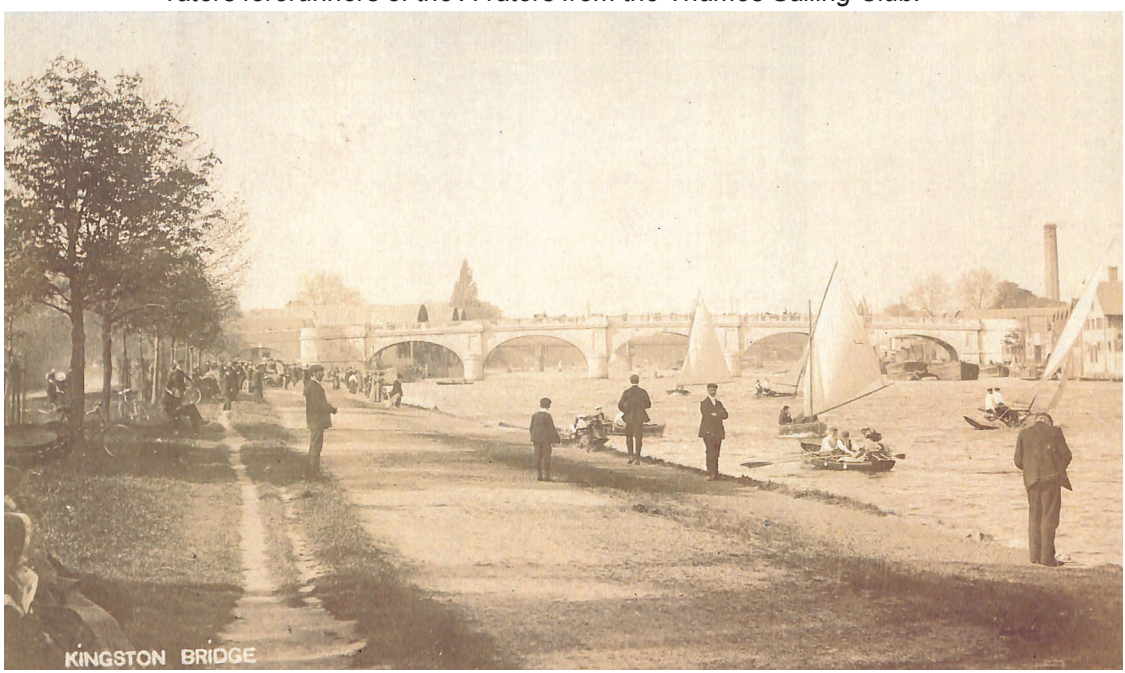
The modern resident or visitor to Hampton Wick - with its present-day abundance of Royal Parks and riverside walks - would perhaps be surprised to learn that, from the mid-1800s, the main search for a public pleasure ground for the village was almost entirely centred on the former Bargeway. It is true that Queen Victoria opened Bushy Park to the Public from 1838 but, until towards the end of 1891,[21] the only access was through the gates at each end of Chestnut Avenue both of which were almost a mile from the centre of the village. Home Park remained off limits to the Public until 1894. Hence the focus was on Bargeway, but the fact that it could easily be accessed directly from Kingston Bridge was to prove both its attraction and its Achilles' heel.

One of the first actions of the Hampton Wick Local Board following its formation in 1863 was to make contact with the First Commissioner of Woods, Forests and Land Revenues who administered Bargeway on behalf of The Crown. The Board requested permission to install six seats between Kingston and Hampton Court bridges but were effectively refused. The Board went ahead and installed the seats anyway whereupon the First Commissioner insisted upon the Board requesting formal permission but agreeing the seats could remain

> *"pending the future disposition of the land … which is now under consideration".*

[21] A new pedestrian access from opposite the church running through the paddocks was opened in mid-December 1891.

Above and below:
York Parade in the early 1900s. The large sailing craft are Thames Half-raters forerunners of the A-raters from the Thames Sailing Club.



This drew a retort from a member of the Local Board that this was a threat that the First Commissioner might

> *"convert that which is now a public promenade into a terrace for the private enjoyment of the distinguished personages who honour the Royal Palace of Hampton Court by occupying apartments, rent-free, therein".*[22]

The relationship had thus not started well and was not helped by William Marriott, the First Commissioner's tenant in *Wilderness Cottage*, whose lease it appeared also included all the waste land on the Bargeway (with the exception of the new towing path) from Hampton Court to Kingston and who had fenced off sections of Bargeway for his own exclusive use. Marriott's death in 1869 eased the situation although his widow remained in *Wilderness Cottage* until she was finally evicted in 1875.

In 1867 in a further attempt to address the conservation of the Bargeway south of Kingston Bridge the Local Board had asked The Crown to grant it rights under the provisions of the Metropolitan Commons Act 1866

> *"to the intent that the nuisances now committed there may be remedied and that picturesque spot preserved and cared for for the public recreation".*

This was summarily rejected by First Commissioner for Woods and Forests, the Hon Charles Gore, on the grounds that The Crown was not covered by the Act - although he did undertake to deal with the nuisances.[23]

The stalemate continued for several years during which time the Local Board became fully and otherwise occupied in finding a long-term solution to "The Drainage Problem" i.e. the issue of how to dispose of sewage of a growing population now that the

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[22] *Notes on the history and character of The Bargeway, Hampton Court* by David Lambert, Historic Royal Palaces October 2000

The seats remained and indeed in 1884 more seats were added between the carriage road and the road (i.e. the tow path) belonging to the Conservators.

[23] ibid

river could no longer legally be used as a drain.[24] There was a glimmer of hope when the responsibility for the Bargeway was transferred to the Commissioners of Works and Land Revenues in 1875. The new custodians had a commercial responsibility for deriving profit from Crown Assets and thus might be more open to the Local Board's proposals for promoting the use of the Bargeway as a pleasure ground compared with the more protective stance of the previous Commissioners for Woods and Forests. However nothing materialised and the issue was once again left in abeyance.

*

At their meeting on the evening of Tuesday 2 August 1893, the Local Board of Hampton Wick received a delegation appointed by subscribers to the Royal Wedding Fund. The six visitors were led by David Harrison a local resident who was also Registrar of the City of London Mayor's Court and an experienced administrator. The fund had collected £60 (now equivalent to £130,000) to create a suitable memorial to the wedding of the Duke of York (the future George V) which had taken place the previous month. The committee proposed to use the funds to create a public pleasure ground at the Kingston Bridge end of the Bargeway, an area which had become a long-standing local eyesore. Their plans included levelling the ground, renewing the grass, planting 22 trees and installing 12 public benches. They asked the Local Board to apply to the Her Majesty's Office of Works for a lease on the land in question. The Board's finances were already heavily committed to paying off the loans they had taken out to fund the newly-inaugurated sewage scheme and these would take several years to redeem. The Board were therefore reluctant to take on any additional commitments but Harrison assured them his enquiries had suggested they could get a 99-year lease for just 5s per annum (now around £350). He was equally well prepared when some Board members expressed concern that such a scheme would merely invite vagrants and prostitutes to frequent the area, citing the experience of the recently-opened riverside Canbury Gardens in Kingston. Not by chance, Harrison's delegation included a Kingston Town Councillor who assured the Board that the

[24] Prompted by The Great Stink of 1858 the Government reversed its previous policy - which had encouraged the use of the River Thames for the disposal of sewage - and, by the formation of the Second Thames Conservancy in 1866, created a body to enforce that no new flow of sewage into the river or its tributaries was allowed and existing sewage works were to be removed.

creation of Canbury Gardens on the opposite bank had resolved rather than created such problems there.

The Board decided to set up a sub-committee which would attend a site meeting with members of the delegation and report back. The site meeting took place on 31 August 1893 and resulted in the Board receiving a positive recommendation to go ahead with seeking the proposed licence. The lease was applied for on 6 October 1893 and met with a positive response from the Office of Works. It was finally signed in February 1894 at the predicted rent of 5s per annum for 99 years.

Work on the project had started immediately and the Royal Wedding Fund committee were able to inform the March meeting of the Local Board that they had almost finished the work and had planted 35 trees instead of the originally-planned 22 as well ordering extra benches. The Board were invited to inspect the site and they confirmed it would be a

"great advantage to all."

An unexpected complication soon arose when a deputation from the Kingston Borough Regatta Committee, whose annual event traditionally ended with a fireworks display let off from Bargeway, attended the June Board meeting to ask if they could continue to do so even though the Regatta Committee were not willing to undertake to make good any damage! Eventually the Board agreed to allow the fireworks to be placed at the back of the newly-laid plot on condition that the Regatta Committee protect the grass

"by means of a rope and a cordon of police".

By November 1894 the pleasure ground had been given the more formal title of The York Parade, a move that was greeted with joy by the audience at a concert organised to raise further funds for the scheme later that month.

Ownership of the lease passed from the Local Board to the newly-formed Hampton Wick Urban District Council on 1 January 1895. As Lessees, the UDC were responsible for the general maintenance and repair of the area, which was often required as a result of damage and misdemeanours committed by the general public. There were frequent reports of rubbish being dumped in the corner by the bridge whilst the relative privacy of

the site inevitably encouraged its use as a public urinal. In summer months the grass area was often used as sleeping accommodation by the destitute in preference to the dormitory of the Kingston Union Workhouse. In an attempt to remedy the problems, the UDC had appointed their Inspector of Nuisances to act as Keeper of the grounds during his spare time and had drawn up a set of Local Bye-Laws in December 1901 with the intent of deterring nuisances by enforcing penalties for non-compliance. These were submitted to the Office of Works for information with the additional request that the UDC be permitted to erect some iron fences to prevent

"people continually driving and riding over the Grounds"

They were dismayed to be informed by their landlords, the Office of Works, that since they did not own - but merely leased - the land, they had no jurisdiction over it and therefore could not impose their own Bye-Laws. The Office of Works however organised for their own regulations to be displayed, albeit that these could only be enforced by a Park Keeper or a Police Constable - and did not rule against driving and riding over grounds.

As proof of the thought and ingenuity being given to finding a solution, the UDC Clerk wrote to the Government's Solicitors in February 1902:

"My Chairman however suggests … as there is a Constable always on point duty on Kingston Bridge (which is within a hundred yards of the grounds) … your Commissioners could let my Council appoint their inspector of Nuisances in any capacity they choose … when he could see that the Regulations were [not being] complied with and [could] appeal to the Constable on the Bridge who might have instructions given him to interfere when called upon but in all probability a warning from the Inspector might be sufficient. I shall be glad to hear whether the suggestion would meet with your approval."

(There is no record of the response).

The request for permission to install iron fences was also refused with the Office of Works proposing instead the use of posts and chains. In reply, the UDC claimed this would be too expensive proposing instead in August 1902 to

"fence the ground, with the broken concrete from Vauxhall Bridge which the Council already have, placing a continuous wall of a rustic character about 2 ft 6 inches high across each end and making islands of the same material around the back about 12 feet apart and 2 feet high so as to mark the boundary and protect the grass from being worn further inwards."

A member of the Office of Works commented internally

"I must say I couldn't conceive of anything more unsuitable."

The proposal was rejected and the UDC finally - and reluctantly - accepted and implemented the post and chain option. Whether its installation solved the immediate problem of protecting the grass is not recorded but the issue of regulating use of the Bargeway remained unmanageable. Finally in August 1905, the UDC threw in the towel and the Clerk wrote to the Office of Works:

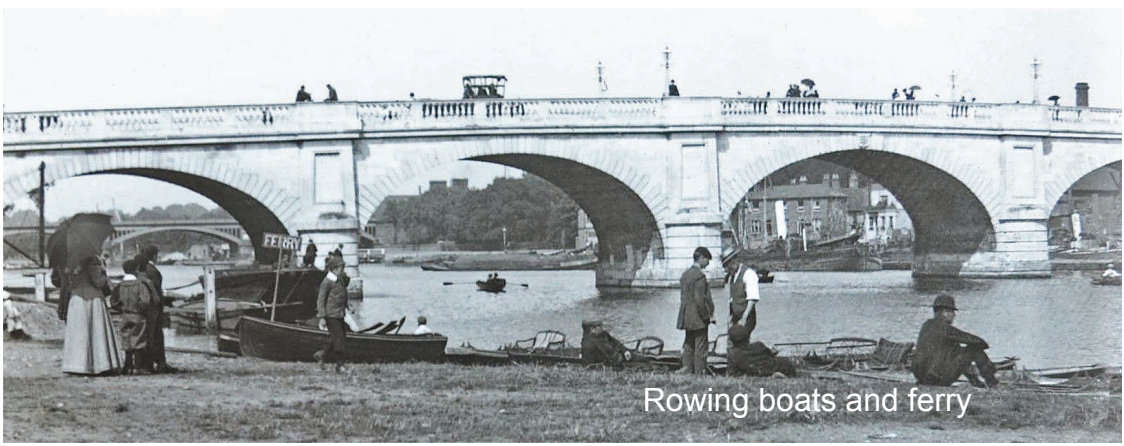
"My Council has been considering the condition of the above pleasure grounds and the difficulty there is in its exercising any effective control over them and being of opinion that the Grounds might be made better available for the use of the inhabitants of its District and others if your Commissioners were to resume the complete control over them has directed me to intimate to you that it would be willing if your Commissioners so desire to consent to the revocation of the License granted to it on the 5th day of March 1894."

The cessation of the lease took effect from 1 January 1906.

Although critics at the time may have tried to represent this as a failure on the part of both UDC and the original fund-raising committee, subsequent events showed that it was both sensible pragmatism on the part of the former and proof of a project well completed by the latter. The fact is that, without any call on the tax- or rate-payers, Hampton Wick had created its own pleasure ground with trees, public benches - and even a summer bathing place for gentlemen[25] (strictly before 8 o'clock in the morning) - and all as a tribute to its future King.

[25] River bathing was an important element of male hygiene. As late as 1947, almost half of all households still had no bathroom and a quick dip and scrub in the river was a popular alternative to using a portable bathtub.

The popularity of York Parade amongst the communities of both Hampton Wick and Kingston ensured that the Office of Works knew they would have to take their resumed responsibility seriously. They immediately recruited two additional Park Keepers to manage the site and around 1910 also provided them with on-site accommodation by replacing *Thames Cottage* (formerly known as *Wilderness Cottage)* by the two *New Barge Walk Cottages* still in use today by Historic Royal Parks personnel.



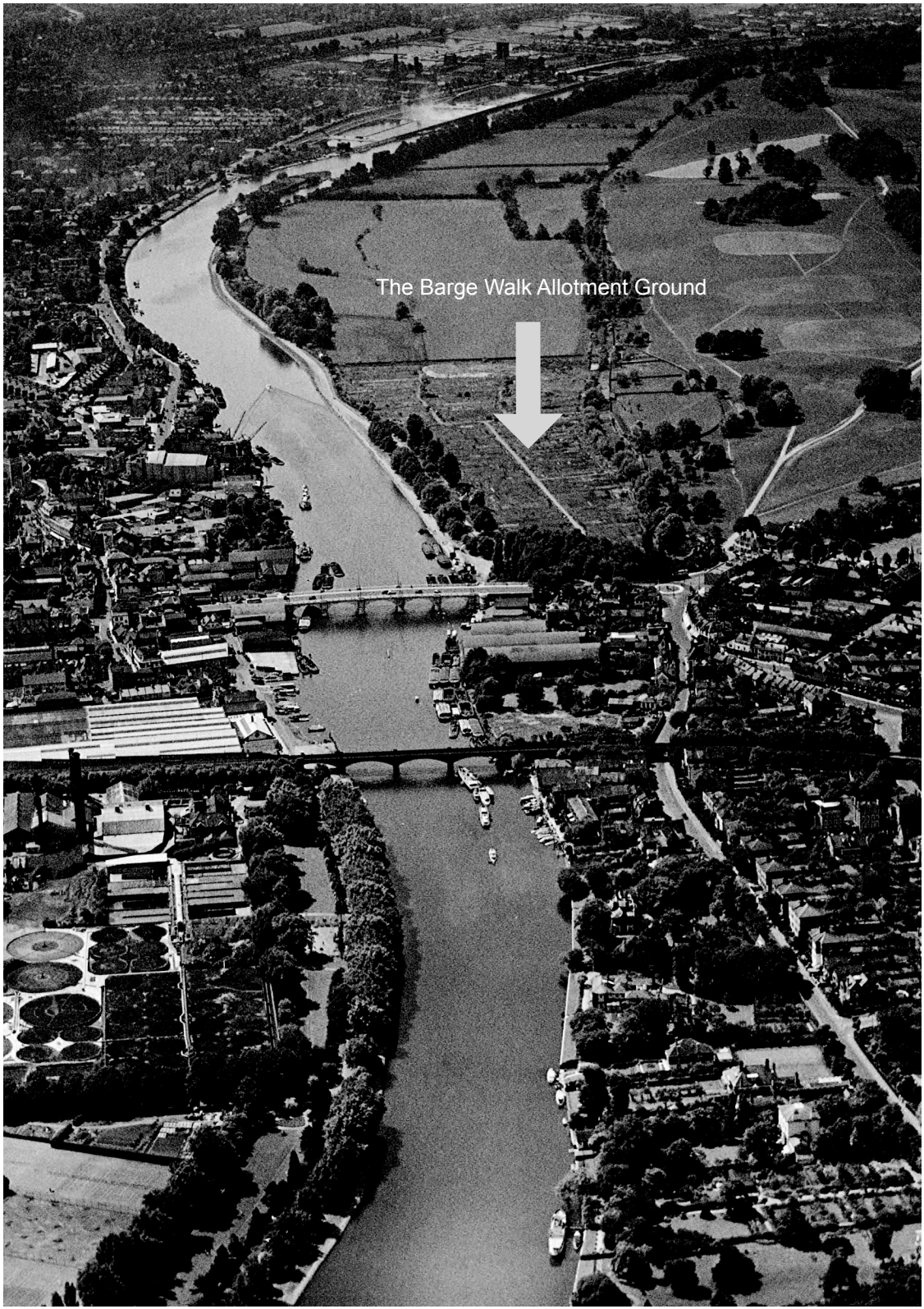
Rowing boats and ferry

The Allotment Ground

The first allotment ground in Hampton Wick was located on Sandy Lane on the boundary with Teddington. The land, known as Pepper Piece, belonged to the Parish and had been made available to allotment holders in the 1870s through the efforts of John Plow Smith, then the Peoples' Churchwarden and now a current - and long-serving - member of the Hampton Wick Local Board. There were up to 40 plot-holders using the allotment ground when, around 1890, the Parish decided to lease the land to housing developer John Spinks and the allotments had to be given up.

To the Victorians allotments were seen as a virtuous use of time keeping the poor away from the evils of drink and providing wholesome food for a workforce living in housing without gardens to speak of. The Allotment Act 1887 was the first to compel local authorities to provide allotments where a demand was shown to exist. The former Pepper Piece gardeners therefore turned to the Hampton Wick Local Board for help.

At their June 1891 meeting, the Board considered a letter they had received from Mr Richard Woodcock, who was employed at Hampton Court, which stated that there was a great demand for allotments in the parish of Hampton Wick and enclosing a list of 47 applications from residents in the village. The author had done his homework well and had already approached Sir George Maude, who had local responsibility, on behalf of The Master of the Horse, for the grazing land that fronted Bargeway. Maude told Woodcock that the applicants should encourage the Local Board to make a formal application for some of this land. As far as could ascertained the quantity of land required would be 4.5 acres. The


The Barge Walk Allotment Ground

matter was referred to a committee of the whole Board[26]. The Chairman Henry Parsons was reported in the *Surrey Comet* for June 6 as claiming

> *"if we could put our parishioners in the way of getting a piece of land we would be only too pleased to do it."*

If the relevant *Surrey Comet* readers were encouraged by this statement, their hopes were to be frustrated. The Local Board were wrestling with some major challenges relating to their sewerage scheme and did not take the allotment matter any further.

Mr Woodcock wrote again to the Board regretting that, at their September meeting, there had been no discussion of the

> *"important matter of allotments. The duty of the Board is so simple that I cannot see any excuse for further delay"*

A second letter containing a further list of applicants ended by saying

> *"it is a matter of regret that the applicants should have been kept out of possession of the land which had been offered by The Crown for the purposes of allotments."*

The October meeting of the Local Board received a deputation of four working men led by William Henry Pleasants, a Hampton Court Palace Warden, asking for the chance to witness the Board's deliberations on their petition for allotments. Chairman Parsons met them with a forthright statement that:

> *"the Local Board … could not see their way clear to take the responsibility of saddling the ratepayers with the cost of allotments without being clearly convinced that they would be recouped by the rents."*

He suggested that the applicants take their case to the County Council instead. When challenged by another Board Member who claimed no such discussion had taken place, Parsons showed his further disdain for the subject by saying

[26] By convention, the Press did not report the proceedings of committees and, for sensitive subjects, journalists were required to leave the meeting room. Hence whatever discussion on the subject of Allotments did (or did not) take place would not be shared with the local populace.

"Perhaps these people will come to the conclusion before long that the land is the inheritance of the people, and refuse to pay any rents. That seems to be the feeling abroad just now."

The challenger then moved:

"That the Board make application to the Office of Works for six acres of land in the Home Park-meadows for the purpose of allotments."

The motion was carried but, although the Board made immediate application - and sent a further chasing letter - it was not until the January 1891 Board meeting that they finally received a favourable response from the Office of Works and were being offered six acres at £2 per acre per annum. By the February meeting the Allotments Committee, having inspected the land on offer and found that two acres near the bridge were so water-logged as to be unsuitable for allotments, recommended that Board should apply for the whole 10-acre meadow at an annual rent of £12. The Crown refused to amend their original offer but suggested that

"should however the allotments be well cultivated by the labourers, and it is found that there is a real need for more, an application for an extension of the area might be considered."

By the May meeting a detailed plan for the allotment ground - including fencing and a roadway - had been drawn up with the Office of Works approval, although the prohibition for erecting any tool-shed on the land was considered somewhat hard on the allottees. The June meeting was informed that the Master of Horse had refused to release the land until after hay-making was

This 1927 aerial photo shows the Bargeway (left arrow) and the Royal Paddocks (right arrow) Allotment Grounds in full occupation.

completed! In the event this proved to be of no consequence since it took until December to receive the signed contract from the Treasury.

At the January 1891 meeting the Allotment Committee recommended that each plot should measure 20 perches[27] which meant that, after allowing for a verge round each plot and the proposed road down the centre of the ground, there was insufficient space to accommodate the 47 applicants. Given also the varying quality of the plots, it was agreed they should allocated by ballot. The Committee met on 7 March and agreed a rent of 1s per rod per annum (equivalent to £1 per plot) which caused great dissatisfaction amongst the proposed allottees. As a compromise, the Committee agreed to reduce the cost to 6d for six months at the end of which time should the allotments not be self-supporting the rents would be raised. The ballot took place on 24th March when 33 portions of land were allotted. At their April meeting the Board were informed only four plots remained to be let.

It had taken the Local Board almost a year to complete the allotment project but finally the village had a replacement for the Pepper Piece allotment ground. It would be another 30 years before the land for the 200 Royal Paddocks Allotments was granted by Royal Warrant from King George V on 30th June 1921. That warrant acknowledged that the Bargeway allotments

> *"are insufficient for the requirements of the labouring population of the Parish of Hampton Wick and South Teddington"*

The rent for the 14 acres in the Royal Paddocks was set at £42 rent pa (i.e. £3 per acre) payable, as for the Bargeway ground, to the Master of the Horse.

Two further allotment grounds were later established in Hampton Wick: one in Home Park for the use of the Grace-and-Favour residents (active until the mid-1990s) and another (temporary) ground in one of the Bushy Park paddocks as part of the wartime Dig for Victory movement. The Bargeway allotment ground closed in the 1960s and reverted to providing grazing for royal horses.

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[27] This was double the more normal plot size of 10 perches (250 sq. metres - or about the size of a doubles tennis court).

Minima Sailing Club Dinghy Park

Minima Sailing Club Dinghy Park

One of the more unexpected sights on the Bargeway is a gated paddock with around 30 sailing dinghies and several dozen kayaks all neatly arranged and obviously well-tended. A small wooden hut in the far corner is the only obvious storage space. The absence of any other facilities shows that this is quite simply just a dinghy park and that the well-equipped club house is located on the Surrey shore opposite proving that this is a Kingston-based sailing club. So how did the club's dinghy park end up within land located in a completely different London Borough? In point of fact the land does actually belong to Kingston Council from an arrangement which dates back at least 300 years.

Minima Yacht Club was formed in 1889 on the River Hamble to - as it name implies -

provide good dinghy sailing at prices all can afford.

During its early years the Club grew rapidly, establishing six divisions along the south coast. Small boat sailors at Kingston heard about the new club and, by 1896, had been allowed to form their own (inland) division known as Surbiton. However by 1919 Surbiton were one of only three MYC divisions still operating and four years later they had become the sole

surviving Minima Yacht Club. Their facilities - including dinghy park - were initially located behind the *Sun Hotel* before moving to the neighbouring site behind Nuttall's Restaurant with its two distinctive gazebos (which later gave their name to *The Gazebo* pub now located just behind them).

Kingston's redevelopment plans for the town centre required a further move in the 1960s - in this case facilitated by an ingenious dual solution provided by the Council themselves. The club house would relocate to Neilson's sail loft and store, a historic building owned by the Council and now to be leased to Minima. The dinghy park would relocate to the opposite side of the river and occupy part of the land archaically known as Kingston Ayte the lease of which was also owned by the Council. Planning permission for use of the land on Bargeway for

"storage of dinghies and the construction of a landing stage"

was granted in January 1961 and the new Minima boathouse, refurbished by the members themselves, was occupied from 1969. The Club continues to flourish having completed 130 years existence in 2019 and with waiting lists in both their sailing dinghy and kayak sections.

The last annual regatta of the Minima Sailing Club at its clubhouse location behind the gazebos before the move to its current premises.

Houses on The Bargeway

Introduction

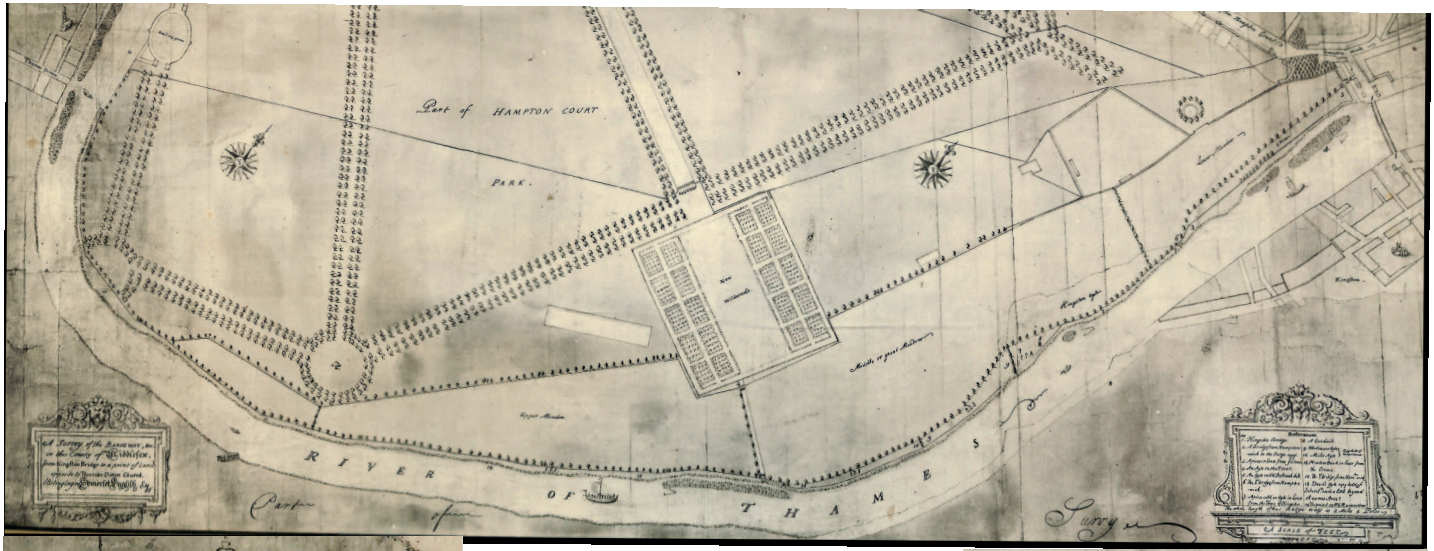
Despite - or because of - its desirable waterside location, house building on the Bargeway has always been strictly regulated. With The Crown controlling most of its almost three mile length there was, with one exception, no building at all allowed on the land under their jurisdiction and, although accessed via the Bargeway, even *The Pavilion(s)* were actually located within the Royal Park. The sole exception was *Wilderness Cottage* a small dwelling that was included in the Towing Path lease agreement signed between the Corporation of the City of London and The Crown[28].

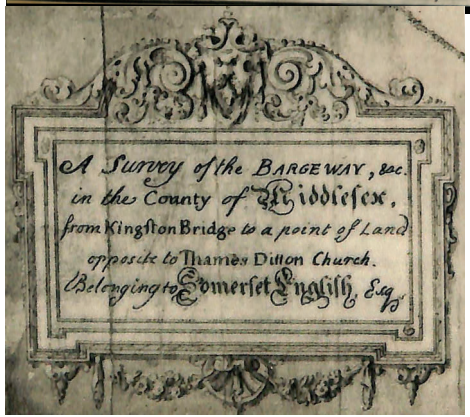
The half mile of Bargeway that was outside the immediate control of The Crown was leased from its two lessors by the Corporation of the City of London. By the 1800s this stretch contained two properties which were collectively known as The Wilderness Estate. The two freeholds belonged to the City of London[29].

As a result of frequent disputes between The Crown, the City of London and the City's tenants over ownership and rights of the various elements of the Bargeway, the Surveyor of His/Her Majesty's Land Revenue commissioned, from time to time, the production of maps and reports to

[28] The cottage was used by the Corporation's Toll Collector but the lease was not renewed in 1857 when the Thames Conservancy took over the river management responsibilities from the City and the ownership of the cottage reverted to the Crown.

[29] The freeholds passed to the Thames Conservancy on its formation in 1857 and remained with them until sold, one in 1943 the other in 1956.





Land belonging to Somerset English

c1740

document the current status in order to help resolve legal issues involved in the disputes. These maps are now held in The National Archives at Kew and are an invaluable resource in tracing the development of the various properties fronting the Bargeway.

The earliest map is entitled:

A Survey of the Bargeway in the County of Middlesex from Kingston Bridge to a point of land opposite to Thames Ditton Church belonging to Somerset English Esq.

Measuring 75 by 28 cms, the map is very accurately drawn and has 14 points of reference documented in the legend. There is no record of the identity of the cartographer. In their catalogue entry The National Archives at Kew describe the map simply as "18th Century" whilst David Lambert of Historic Royal Palaces dates it as 1795. However it seems more likely to date from around 1740 since Somerset English, who had inherited the lease of the land from his father Jasper, died in March 1741. He had no male heirs so the lease would have passed to his daughter and on her marriage to Sir William Dolben in 1748, the dowry would then have become part of his estate so, for the reference to "the Bargeway belonging to Somerset English" to be valid, the map would arguably have to pre-date his death in 1741 and certainly his daughter's marriage and the simultaneous transfer of ownership to Dolben. Whatever the exact age of this map, it is a fact that the only buildings shown as existing anywhere are the four pavilions around the bowling green within the boundary of the Royal Park.

By contrast, the next sponsored map is both dated and attributed (see page 62). Edward Driver produced his map for John Fordyce, Surveyor General of Crown Lands, in November 1804 and the accompanying report - written by his brother AP Driver - gave details of the land, buildings and trees as well as an estimate of the revenue collected by the City of London from barges using the Bargeway. It appears the purpose of the documents was to propose a basis for calculating the new rent to be set by The Crown when the City of London's lease came up for renewal the following year. The lease was to cover the whole length of the Bargeway from Kingston Bridge to Hampton Court Bridge with the exception of a half mile stretch


MIDDLESEX
1804
HAMPTON WICK
TON COURT PARK
THAMES
Leasehold Land held of the Town of Kingston
Copyhold held of the Manor of Hampton Court
2.0.6
0.2.9
1.0.8
Scale of Chains
REFERENCE
Description
Quantity

already leased by the City from other sources. AP Driver's report included details of a property:

> *A small house part-boarded and part lath and plaster and tiled, one Parlour a Kitchen and three Lodging Rooms. A Barn and Shed boarded and tiled. The foregoing is let by the Corporation of London to Mr Samuel Saunders 21 years from Michaelmas 1791 of the yearly rent of £26.*

This small house almost certainly corresponds to *Wilderness Cottage.* The City of London retained the lease on this property until 1857 when it reverted to The Crown who eventually demolished it and built the two *New Bargeway Cottages.*

*

The view of Home Park from the Surrey side of the river has always been appreciated. Gaps have been created in the line of trees surrounding the Park to create a vista. For this reason building on land adjacent to the Bargeway has been discouraged and, more recently, is even more restricted now that Home Park, Barge Walk and the privately owned land are all within designated Metropolitan Open Land.


New Barge Walk Cottages

Wilderness Cottage
Thames Cottage
New Barge Walk Cottages

Wilderness Cottage was part of the total estate owned by the Corporation of the City of London. It lay 600 yards north (downstream) of The Wilderness Estate and around 200 yards from Kingston Bridge. The cottage was on land leased directly from The Crown and details of the modest accommodation were included in the report accompanying the 1804 Driver Survey (see page 61). Sitting within its own garden, *Wilderness Cottage* also had a fairly extensive open area of grazing land between it and the river. One of the first identifiable occupiers of the cottage was the 39-year-old William Twist who moved into the cottage in 1842 with his wife Mary, six children aged between 13 and 3 and Mary's mother. Prior to the move onto the Bargeway, the family had been living in Old Bridge Street. His trade in the 1841 Census is listed as *"waterman"* and, given the position of the cottage near the bridge, it is likely his duties included collecting the tolls on behalf of The City. When the Thames Conservancy was founded in 1857, initially replacing the jurisdiction of the City of London up to Staines and later taking responsibility for the whole river, they chose not to renew the lease of *Wilderness Cottage* and it reverted to The Crown.

In 1862 William Marriott, who had been living in Kingston since 1860, was granted permission to rent the cottage which, taken together with the long-term lease he already held on the grazing land both near the cottage and beyond The Wilderness Estate, gave him possession of a significant part of the

Bargeway from *The Pavilion* to Kingston Bridge. He was an active member of the Hampton Wick Vestry, serving as one of the Guardians of the Poor and being very vocal in his criticism of his colleagues when it was found, in July 1861, that the Poor Rate collector had absconded with a significant portion of the funds. Marriott's increasingly aggressive attitude towards the members of the Vestry and later the newly-formed Hampton Wick Local Board put him in frequent conflict with them and their claimed rights of access over the grazing land which he considered his personal fiefdom.

When in 1865 the Local Board put up a noticeboard with a sign warning against penalties for fly-tipping, Marriott removed it. The report of the June meeting of the Hampton Wick Local Board in the *Surrey Comet* included the following:

> *A letter was read from Mr Marriott stating that he had found the Local Board had put up a notice-board on "his ground". His wishes were identical with those of the Board, not to allow annoying refuse to be shot there; but for his own sake and his superior landlord's (The Crown), he could not allow the local authorities of the district to deal with private ground, except with his sanction, which he would not withhold if the Local Board would simply ask it as a convenience, and not assume it as a right, and pay ld., a year as acknowledging such right.*

The Board ignored the letter and simply put up another sign which Marriott again removed. The Board then applied to the Staines Magistrates who fined Marriott 1s with 18s costs - which was left unpaid. At their December 1865 meeting, it was reported

> *The clerk stated that Mr. Marriott … had shown him his agreement, under the hand of the First Commissioner, by which he held, as yearly tenant, the cottage on the barge-walk, and also all the waste land between Kingston and Hampton Court bridges … with the exception of the new towing path.*

The April 1867 meeting of the Board resolved to use the recently-enacted The Metropolitan Commons Act 1866 to approach The Crown,

with the intent that nuisance committed [on the Bargeway] *may be remedied and that picturesque spot be preserved and cared for for the public recreation.*

and ask whether

Her Majesty will be graciously pleased to grant to the Board … such rights as Her Majesty may have over the wasteland lying between the boundary fence of the home park … and the River Thames from Kingston Bridge to the Water Gallery

but received a peremptory response

that the land in question is not within the provisions of the Act.

Meanwhile Marriott obviously continued to believe that his agreement with The Crown gave him *carte blanche* to do as he pleased on the Bargeway.

At their December 1867 meeting:

Mr. Coombe … drew the attention of the Board to the fact that Mr. Marriott was running a locomotive [was this a traction engine?] *along the Bargeway, and to the general manner in which he was setting the Board at defiance. He saw Mr. Marriott at Hampton Court with the locomotive on Saturday, the place being full of horses at the time. He tried to stop him in order to remonstrate with him, but he drove off telling him he might do what he liked.*

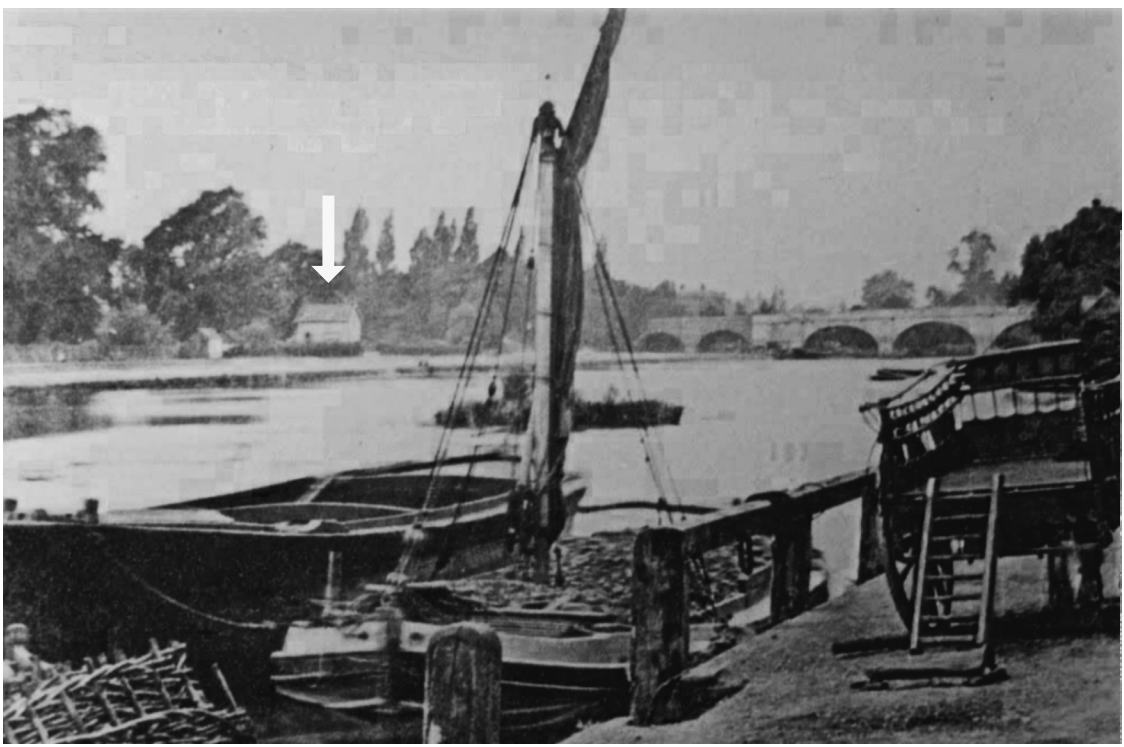
It was also reported that he had fenced off sections of the Bargeway and was cultivating them[30]. These aggressive actions which were threatening to make the Bargeway a no-go area for the general public ceased when Marriott died in August 1869 aged 45 but his death brought to light the benefits his policing

[30] The Crown seemed to be unaware of the actions of their tenant until in 1874 they commissioned the production of a map with the note "The waste land bordering Hampton Court Park and lately occupied by Mr Marriott is shown in green." The green area covered the whole length of the Bargeway from Kingston Bridge to *The Pavilion* with the exception of the towing path itself and The Wilderness Estate - where there was anyway no waste land.

role had served in preventing turf-cutters and gypsies abusing the waste land. Since his widow was incapable of continuing this role, the nuisances returned and The Crown decided to terminate her lease from August 1874.

The Crown Lands Act of 1851 had created two new bodies: the Commissioners of Work became responsible for the *management* of Royal Parks (including Home Park) whilst the Commissioners of Woods, Forests and Land Revenues took over those functions which related to the *revenue-earning* parts of the Crown lands - which included the Bargeway. At the time the Act was passed, the Bargeway generated significant revenue from the City of London's lease but once prime ownership of the towing path and The Wilderness Estate had been ceded to the Thames Conservancy in 1859, the Commissioners of Woods, Forests and Land Revenues were left with just the rent from *Wilderness Cottage* and the waste land which amounted to a mere £15 per annum. Meanwhile the issue of the nuisances which were increasingly being committed showed the requirement for proper management of the land and it was agreed the lease should be transferred to the

Wilderness Cottage seen from the Kingston bank.



Commissioners of Works.[31]

A report on the state of *Wilderness Cottage* after Marriott's widow had left warned the Secretary of the Commissioners of Works that

> *This cottage is in such a state of repair as to be scarcely habitable. The roof allows the rain to come through in many places and as some of the grates and copper were removed by the late occupier it is dangerous to light the fire and extremely inconvenient to domestic purposes.*

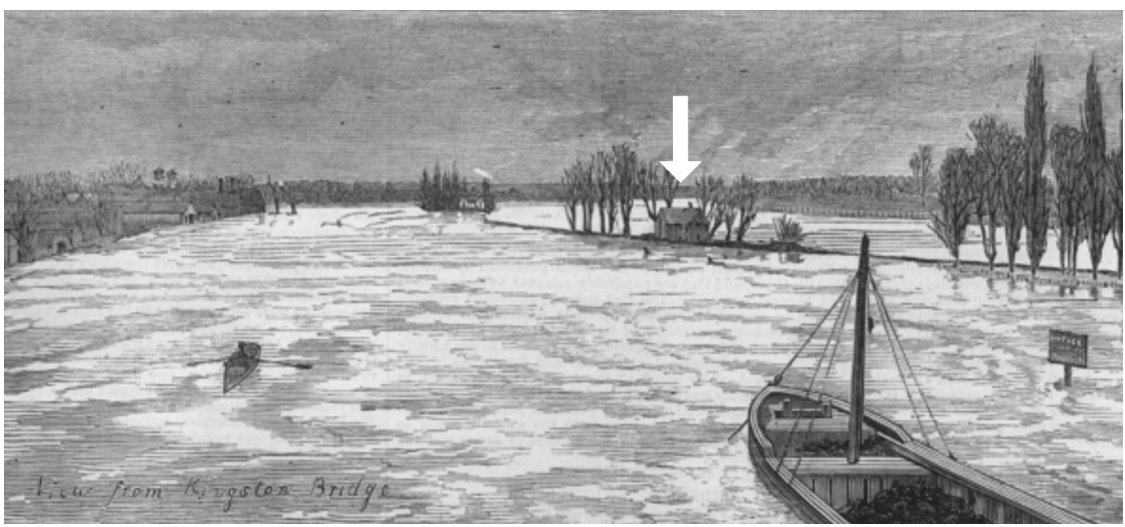
The roof was repaired and at least one fireplace reinstated by the time the cottage and land was finally transferred officially to the Commissioner of Works in August 1879. Meanwhile the first tenant of the cottage with its two accompanying pieces of waste land had been Charles Dann, Keeper of the Deer in Home Park who was charged £17 per annum. At the same time it was agreed that Dann's assistant William Morris should take over the cottage itself (now called *Thames Cottage*) rent-free provided he paid the rates and taxes.

There was serious flooding which affected both Bargeway and Old Bridge Street in January 1877. Referring to *Thames Cottage* *(arrowed below)* the *Surrey Comet* reported:

> *the tenant, Morris by name, has removed his goods. He*

[31] In practice it required a new Act of Parliament - *The Knightsbridge and other Crown Lands Act 1879* - to regularise the transfer.

Wilderness Cottage seen from Kingston Bridge during the 1877 floods.



not only suffered by the effects of the water, but was also subjected to the annoyance of large number of rats, which made his nocturnal slumbers anything but pleasant … the cottage was entirely surrounded by and flooded with deep water, the rushing of which so alarmed the children at night that they had to be rescued and removed in a cart.

When William Morris died in 1886 his widow offered to pay a rent of £10 per annum to be allowed to remain in possession. Her application, which was accompanied by three letters of support - including one each from the Vicars of Hampton Wick and Ham - was granted on charitable grounds and she remained at *Thames Cottage* until 1892. By now the cottage was in such an advanced of dilapidation that a solicitor based in the City (who was also a long-term Surbiton resident) wrote to the Board of Works:

… it looks like a place without an owner and as if some poor starveling had taken possession of it and nobody had any other right to it than the chance tenant who had availed himself of the covering it afforded him. I could scarcely believe that it was Crown Property but if it is so cannot something be done to make it less of an eyesore than it is?

To reinstate the property was estimated to cost £160 (now £240,000) and even demolition and making good the site would entail expense. The short-term solution adopted was to evict William Morris' widow and lease the cottage to the Master of Horse[32] at a rent of £1 pa plus the responsibility and cost of carrying out the essential repairs. The transfer was completed in October 1892 and the cottage was occupied by two men (and their families) working for the Master of Horse.[33] The arrangement lasted for ten years until February 1906 and the cottage then reverted to the Board of Works.

[32] At the time Hampton Court was home to the Royal Stud under the Crown Equerry with 38 horse paddocks located in Bushy and Home Parks and the Master of the Horses resident in the Stud House.

[33] According to the 1901 Census, one was a stockman on the farm and the other was employed by the Home Park Golf Club which had been established in 1895.

The Hampton Wick UDC had just terminated their lease on the land that accommodated the York Parade pleasure ground (see page 49) and The Crown was therefore having to re-assume its role in managing this area which it had relinquished in 1893. In the intervening period the pleasure ground had effectively remained unpoliced and as a result was now frequented by "layabouts and undesirables". The Board of Works had originally proposed converting *Thames Cottage* to accommodate two Park Keepers with their families. The Keepers would share the task of patrolling the Bargeway after dark alongside their regular day-time responsibilities. In return they would be offered favourable rents for their accommodation.

The original estimate for the conversion was £350 and the Board of Works immediately applied to, and received sanction from, The Treasury to undertake the work. The Board then changed its mind and decided instead that they would rather demolish the old cottage and build two new semi-detached cottages in its place. The revised cost was £700 to which The Treasury strongly objected and demanded justification for

"spending as much … for workers of this class".

After several exchanges between Board and Treasury the former body eventually won the argument on the grounds that, since this was Crown Property that was highly visible from Kingston Bridge and the other side of the river, it needed to look more than just utilitarian. Five tenders were received ranging from £713 to £880 and the lowest tender - reduced to less than £700 by such means as omitting the roofing felt(!) and supplying thinner doors with no bolts fitted - was accepted in December 1906. The cottages - accurately but unimaginatively called 1 and 2 *New Bargeway Cottages* - were completed by the end of the following June and the two Park Keepers, John Newman and Charles Bamford, moved in on 3 August 1906. They were each provided with a letter that spelled out the terms and conditions:

- Pay 3/10 per day
- Working hours: 74.5 per week in summer, 64 in winter
- Off duty 1 Sunday in 4

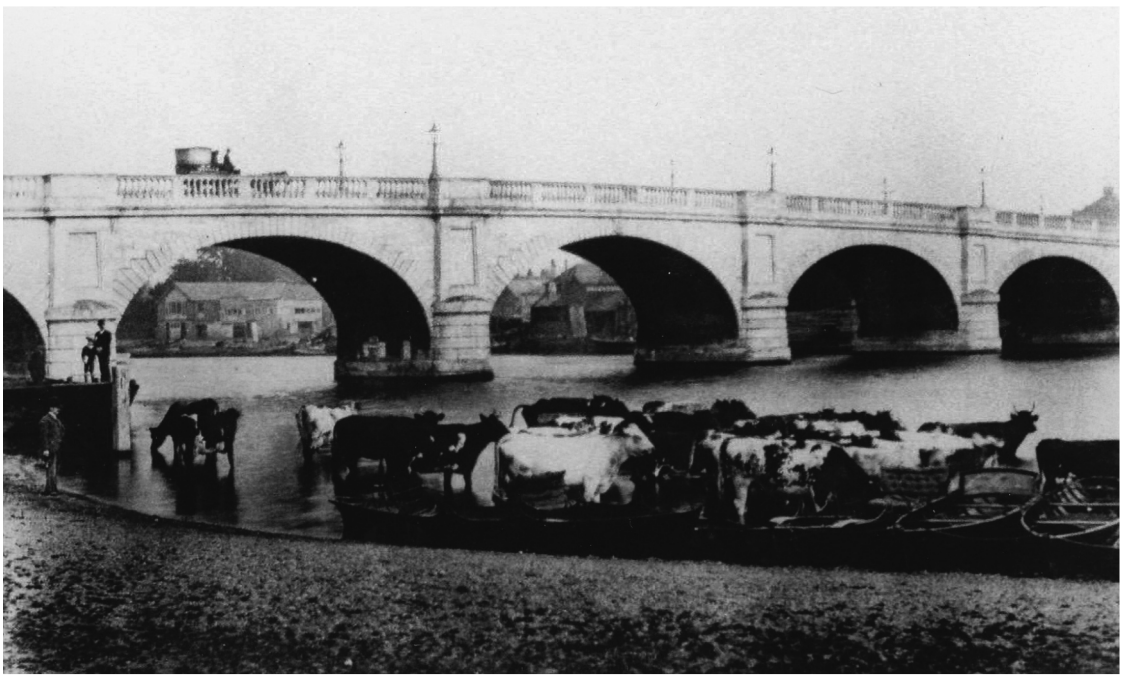
- Rent 4/- per week
- 1 week's notice of termination of employment/ accommodation

These terms were obviously deemed acceptable since the Keepers remained in post and in residence for 22 and 25 years respectively.

*

The rental contract for *Thames Cottage* included grazing rights on the waste land near the cottage and on the stretch between Raven's Ait and *The Pavilion*. However soon after Charles Dann moved into *Thames Cottage* in 1879 he decided he did not after all wish to keep up the lease on these two pieces of waste land and they were transferred to Frank Walters Bond of *Swiss Cottage* for £15 pa who held them until September 1886

Ardern Elphick's herd share the river with coal barges and rowing boats

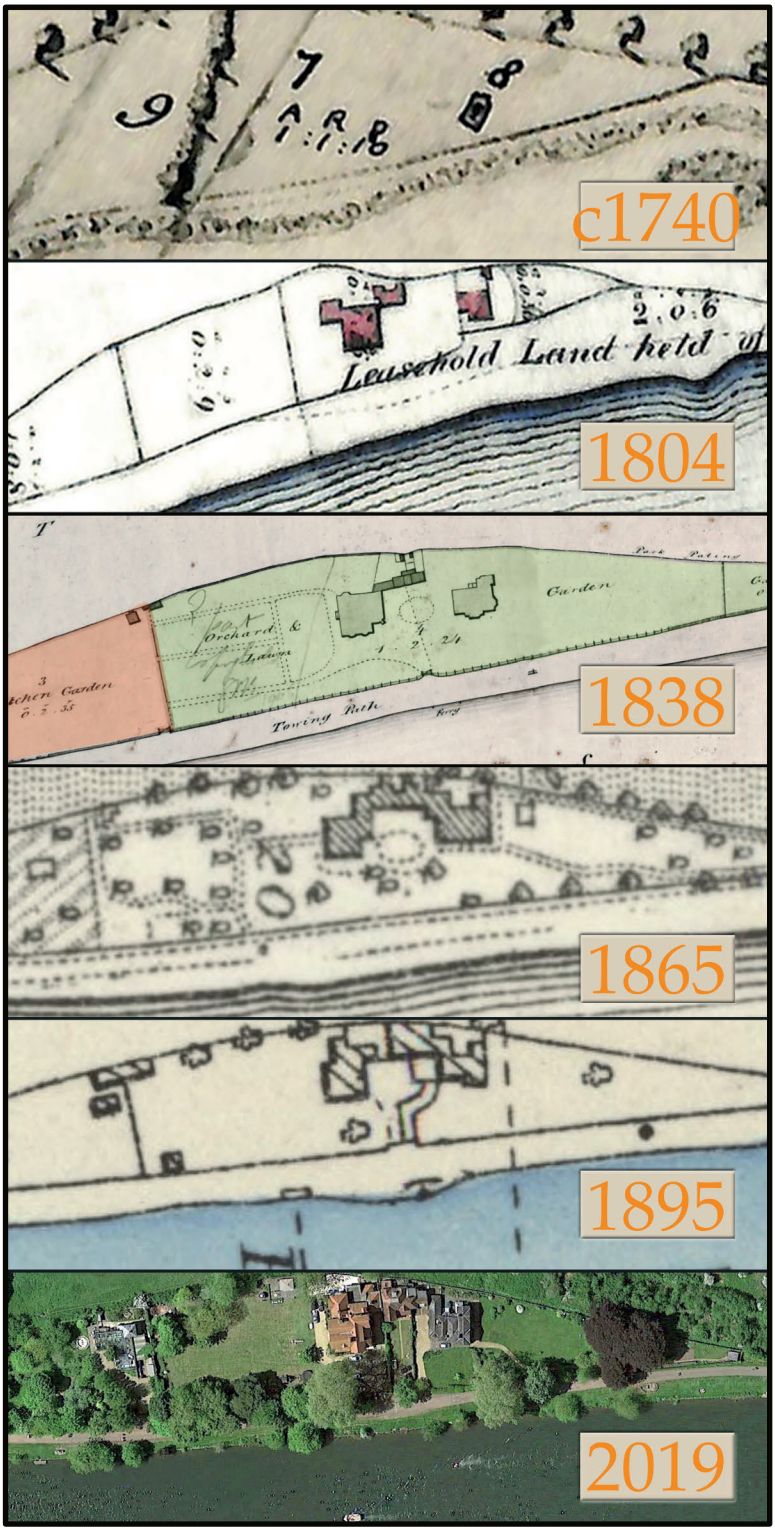


when he terminated his lease. They were then offered to three dairyman and two butchers but all except one refused to make an offer, giving as reasons:

> *the great increase of traffic on the Bargeway, the fact that it is open at both ends and that many of the Public bring their dogs with them.*

Only Ardern Elphick, butcher at Hampton Wick was prepared to make any offer, and that a mere £3 10s a year, which was accepted. He was later given permission to erect a notice requesting equestrians to keep off the grass. Elphick terminated his agreement in 1901 as he was moving his business to Epsom.

After he left, Ardern Elphick's shop became a fishmonger and poulterer


c1740
Leasehold Land held
1804
Garden
Towing Path
1838
1865
1895
2019

The Wilderness Estate

The map montage opposite gives an overview of the development of The Wilderness Estate over the last 180 years. The c1740 Somerset English map contains just one item of significance - namely a tamkin (8) which was a brick housing that protected an access point where the pipe bringing drinking water from the Coombe Conduit on Kingston Hill to Hampton Court Palace could be plugged for maintenance. By 1804 the two properties that constituted the estate were now in existence and by 1838 both had been extended and there was now a single coach-house, stable block and carriage turning-circle serving both properties. By the time of the first 6-inch OS map in 1865, there was a new symmetrical building providing separate coach-house and stabling for each property whilst by 1895 the southern property was a completely new building.

The two houses were built on the leasehold land belonging to the Town of Kingston whilst the kitchen garden and meadow were on "copyhold land held of the Honor of Hampton Court". The whole 4-acre leasehold estate was let as an entity such that the leaseholder took prime ownership of both houses together with the land holding and the whole became known as The Wilderness Estate.

The more southerly (upstream) house was built in the Cottage Orné - or decorated cottage - style, which refers to a movement of "rustic" stylised cottages of the late 18th and early 19th century and which therefore accords with the likely date of its construction.[34] Later estate agent's particulars listed the property as having

> *ten bedrooms and dressing rooms, a "good" drawing room, dining room, library … kitchen and billiard room*

which, if this accommodation was present from the outset, suggests it was a three- or even four-storey structure. Known as *Italian Villa* it also had a separate chaise house[35] attached to the south west corner.

Its neighbour on the northern boundary was a rather more prosaic structure simply (and still today) known as *The Wilderness*.

The first holder of the lease of The Wilderness Estate in 1804 was John Affleck who was related to Sir William Dolben's second wife (and second cousin) Charlotte Scotchmer, née Affleck but of whom nothing else is known.

By contrast to his own "anonymity", Affleck's successors who arrived in 1824 left a long and fascinating trail behind them. Henry and Mary Ann Marriott were married in St George's Church Hanover Square in November 1806 when Ann was just

[34] There is a Cottage Orné at 1 Sandy Lane, Hampton Wick, opposite the western end of Vicarage Road. Known simply as *The Thatched Cottage* the property has been recently extensively and authentically restored.

[35] A chaise, sometimes called chay or shay, was a light two- or four-wheeled traveling or pleasure carriage for one or two people with a folding hood or calash top.

18. Henry Marriott was in business as a manufacturing ironmonger[36] working first at 64 Fleet Street and (by 1835) based at 89 Fleet Street. He ran a very successful enterprise and acquired several other freehold premises in central London and as far afield as Gravesend.

The couple had six children within seven years and then, a further nine years later, their seventh (and final) child William Adolphus was born in 1824, the same year they acquired what Henry Marriott later describes in his will as

"my leasehold estate called The Wilderness situate at Hampton Wick".

Travel between Hampton Wick and Fleet Street in 1824 would not have been easy since the Kingston-on-Railway (now Surbiton) station on the London and South Western Railway did not open until 1838 so, rather than commuting, the family probably divided their time between central London and Hampton Wick.[37] They seemed to treat The Wilderness Estate as their primary residence and in the mid-1840s they built two new matching semi-detached blocks each incorporating two-stall stabling and a coach house with

"room and bedroom over"

[36] His range of products is shown by a collection of his items featured in the 1834 catalogue of the Museum of National Manufactures and The Mechanical Arts, situated at No. 28, Leicester Square (the original building is still there - now sandwiched between The Odeon and Capital Radio). His product range included

- Oat-crushing mill,
- Spare-bed Warmer,
- Portable Water Closet,
- Register Stove with folding doors,
- Indian-Corn Mill,
- Portable Vapour Bath (patent),
- Enamel Saucepan (patent)
- Dial Weighing Machine (patent).

[37] Mary Ann's father was staying with her in Italian Villa at the time of his death in 1836. However at the 1841 Census, the family were living in another of their properties in Water Lane, Brixton.

to separately serve each of the two properties.[38] It seems probable that a turning circle was created at the same time in front of the new blocks as well as a change in the name of the main property from Italian Villa to Swiss Cottage.

Meanwhile there had been no record of anyone living in the house called *The Wilderness* and the entry in the 1838 Poor Rate Book specifically notes that it is empty.

The lease of the Bargeway from The Crown to the Corporation of the City of London expired in March 1839 and the City declined the offer to renew it. Instead they decided to create a new towing-path on the river-side of the old path which they argued was technically "on the soil of the river" over which they claimed they had prior ownership by virtue of their 1197 purchase of the river from Richard I (see page 23).[39]

*

The 1841 Census shows Thomas Gregory Foster aged 25 living in the house known as *The Wilderness* with his mother and three sisters and they stayed there until 1845. This began a long connection between this house and the legal profession - which continues to this day - since Thomas Foster's profession was listed in the Census as a "special pleader."[40] He went on to become a successful barrister. Originally born in Clapham, he returned to live there in 1881 until his death in 1903 when he left his widow a healthy estate now equivalent to £125m.

The Fosters were followed by the 73 year old Rev. Henry Shepherd who had been educated at Clare College Cambridge and Balliol College Oxford. After his ordination, he and his first wife travelled to Bengal with their young son in 1799. He

[38] The symmetry of this development is clearly visible in the first edition OS 6-inch survey in 1865.

[39] Eventually in 1857 they finally conceded their claim was invalid.

[40] Up to the 19th century, there were many rules, technicalities and difficulties in drafting pleadings and claims and defences could be dismissed for trivial errors. Some practitioners made it their business to frame pleadings, rather than to appear in court or to write legal opinions, and were called "special pleaders". They were not necessarily barristers, but might be licensed to practise under the bar. At one time it was usual to practise for a time as a special pleader before being called to the bar.

became senior chaplain of St. John's Cathedral, Calcutta but returned to the UK in 1823 after his first wife died. He remarried in 1825. He wrote several short books critical of the performance of the church in India.[41] He died at *The Wilderness* in 1851 and his wife vacated the house following year.

*

Henry Marriott died in December 1849 aged 64 whilst staying at his Fleet Street premises. He was buried in West Norwood Cemetery where Rev George Goodenough Lynn, Vicar of Hampton Wick, conducted the burial ceremony.

In his will drawn up in March 1848 Henry had left the entire Wilderness Estate to his fourth son Charles Evans Marriott but changed his mind and in a codicil dated August 1849 instead gave him "just" *Swiss Cottage* with its own half of the new stabling block and left the rest of the estate to his wife along with the liability for the £20 annual ground rent payable on the whole.[42]

Mary Ann Marriott and her youngest son William - who was also an ironmonger - remained at 89 Fleet Street following Henry's death: they were still there at the time of the 1851 Census return, presumably to wind up and dispose of the business. During their absence both properties in The Wilderness Estate were let. Mary Ann and William had returned to Hampton Wick by 1854 and were once more back in residence at *Swiss Cottage*.

One of their first actions on returning was to conclude a 21-year lease from March 1854 with George Cox Bailey and his wife Hester on *The Wilderness* house for a rent £70 per annum (now equivalent to £72,000). In the event the couple would remain in the house until their respective deaths in 1902 and 1905. Yet, despite their lengthy tenure, almost nothing is known about them. There is a George C Cox aged 25 listed in the 1841 Census as living in Islington and described as an Engraver - this may be our man and certainly the age matches. Otherwise, his Rank, Profession or Occupation on all subsequent Census

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[41] Titles included *The Inefficiency Of The Ecclesiastical Establishment Of India* (1829) and *On the Expediency of a Strict Enquiry into the Cause of a Thirty Five Years of Neglect of the Religious Interests of British Soldiery when on Active Service in the Field* (1849).

[42] Soon after his father's death, Charles emigrated to Australia and seemingly ceded his share of the estate to his mother.

returns was invariably given as "Fundholder" and Place of Birth for both of them was simply listed as "London". The biggest unknown was the source of their income since, when George died he left his wife the equivalent of £9m which, by the time of her own death three years later had become £35m.

*

Mary Ann Marriott died at *Swiss Cottage* in September 1859 at the age of 71 and was buried alongside her husband in West Norwood Cemetery.

*

On Tuesday 26th June 1860 the following advertisement appeared in *The Times*:

> *Middlesex: valuable and delightful residences on the banks of the Thames adjoining the park at Hampton Court.*
>
> *Messrs. Butchers are directed by the Executors of the late Mrs. Marriott to sell … in one lot, viz. all that elegant modern built villa residence known as* The Wilderness, *with its stable, coach house, offices and large garden situate at Hampton Wick on the banks of the Thames, adjoining the park at Hampton Court within about a quarter of a mile of the bridge at Kingston. It is now in the occupation of George Cox Bailey Esq. under a lease for a term of 21 years … from the 25th March 1854 at a rent of £70 per annum. Also another delightfully situate residence adjoining the above called* The Swiss Cottage *with coach house, stable and large garden and two pieces of meadow land adjoining, lately occupied by Mrs. Marriott, deceased. The above property comprises 3a 3r 16p* [acres, rods and perches] *and is held on lease from the Corporation of London for a term of 33 years from Michaelmas 1850 at a rent of £20 per annum.*

The lease was bought by Alexander Baylis, solicitor and head of a firm based at Church Court Chambers in Old Jewry. He and his wife Charlotte along with their two daughters and son were living in Bloomsbury at the time and the family did not move into *Swiss Cottage* until mid-1861. Their stay was relatively brief since Charlotte Baylis died and the family

moved back into Central London by 1866.

Meanwhile William Marriott now aged 35 and finding that his home since birth had now been sold, moved with his family and sister to live on the Fairfield Park in Kingston.

*

The new leaseholder of the two properties comprising The Wilderness Estate was 34-year old Walter Coulson. He was the son of a Penzance-based corn and flour merchant. His uncle William Coulson was an eminent - and ultimately very wealthy - surgeon. Walter not only followed him into the profession - becoming a Fellow of the Royal College of Surgeons in 1860 - but also specialised in the same branches of medicine as his uncle.[43] Walter had married Anna Louisa Hartland, daughter of a West Country banker in 1862 and the couple moved into *Swiss Cottage* in 1866 where they remained for the next 12 years.

*

On 29th June 1870 an auction advertisement appeared in *The Times*:

> *On the Thames close to Kingston Bridge, overlooking the Home Park and near two stations on the North London and South Western Lines, a desirably situate and commodious Cottage Ornée, most attractive to a lover of boating and fishing, with beautiful croquet lawn, finely timbered, flower and kitchen garden in high cultivation extending over 2 1/2 acres.*

There is no reference to *The Wilderness* house in the advertisement which suggests that the Thames Conservancy had split The Wilderness Estate and were just auctioning off the lease of *Swiss Cottage*. This marked the end of The Wilderness Estate as a two-property entity and thereafter the histories of each individual property - and their accounts in this narrative - diverge.

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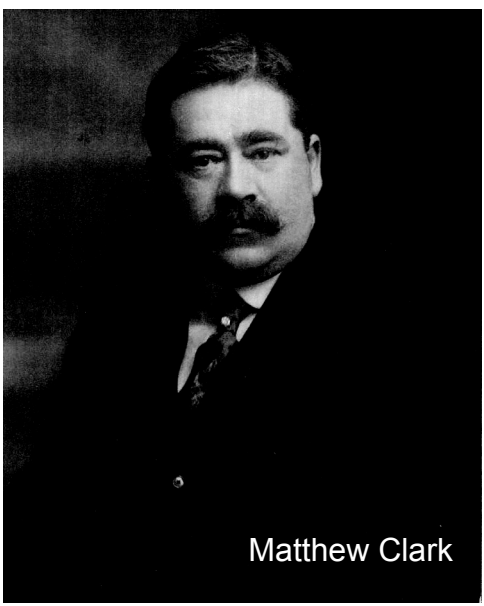
[43] Both were urologists specialising in the treatment of kidney stones and venereal disease. Up to the time of his death in 1889, Walter was the Senior Surgeon at St Peter's Hospital for Stone in Henrietta Street.


The Wilderness

The Wilderness

The 50-year tenancy of *The Wilderness* was finally brought to an end when Hester Bailey died in 1905 at the age of 95. *Kelly's Directory* records that the house was occupied by Harry Kerby from 1906-1910 but nothing else is known about him. The 1911 Census records that the house was occupied by James Henry Purbrick, a 30-year-old carpenter employed by the Thames Conservancy along with his wife and their two very young children. Purbrick was called up in 1914 by which time he was living in *Maida Cottage* Molesey. After he was demobbed in 1919, he returned to work for the Thames Conservancy where he remained until at least 1939.

Matthew Clark moved into *The Wilderness* around 1916 with his wife Leonora and their daughter Minnie. Matthew was a timber merchant by trade as well as being an accomplished artist. He was also trained in designing furniture. Later his business used his design skills to create furniture for ships. Sadly he succumbed to alcoholism and died at *The Wilderness* in December 1919. His widow remained until 1921.



Matthew Clark

The Clarks were followed by 33-year-old Company Secretary Robert Fleming who, with wife Hilda stayed until 1926 when they moved into a flat in Church Grove, Hampton Wick.

36-year-old Captain Lionel George Humphreys of the Royal Army Service Corps (RASC) moved into *The Wilderness* with his wife Alice and their two children immediately the Flemings left. The couple had married by special licence in 1914 just before Lionel left to serve in WW1 with the British Expeditionary Force (BEF). He fought in the Battle of Mons which was the first major action of the British in the First World War and was awarded the Mons Star. Lionel and Alice were able to celebrate his promotion to Major before they left *The Wilderness* in 1929.[44]

Lucy and Carl Schauman moved in to *The Wilderness* in 1930 where they both died in 1932 and 1935 respectively. Carl Östen Schauman had been born in Finland in 1873 but was living in Birmingham in 1891 when, at the age of 18, he married his first wife Alice. Immediately after the ceremony, the couple had boarded the SS *Britannic* bound for their new life in New York. Whilst here Alice gave birth to two daughters. The family returned to Birmingham just before the turn of the century in time for the birth of their third child, a son. A fourth child was expected in July 1901 but sadly Alice died in childbirth along with the baby. Carl remarried and the family immediately emigrated to Christchurch New Zealand to start a new life. Carl with his second wife Lucy and his son by his first wife returned to England together leaving his two teenage daughters to sail back separately on the SS *Waratah* from Sydney. Tragically, after calling in at Durban, the ship was lost off the east coast of South Africa on 27th/28th July 1909. None of the 211 passengers and crew survived and the ship was never found.

*

It is not known who lived in *The Wilderness* from 1935 - 1943 but a Conveyance dated 29 September 1943 records the sale by The Conservators of the River Thames of the freehold of the property to Benjamin Arthur Kendrew, builder and decorator of Fife Road Kingston for £2,000.

[44] Later Humphreys became Officer Commanding at RASC Feltham. He served in WW2 in France and East Africa and retired with the rank of acting Brigadier.

Parkfield

At the 1870 auction (see page 81) the lease of *Swiss Cottage* was evidently bought by Walter Coulson since he remains in residence there. However, when Walter's uncle died in 1877, he and his brother inherited between them the surgeon's entire fortune which amounted to today's equivalent of over £200m. Walter and Anna Coulson moved out of *Swiss Cottage* having used a small part of the inheritance to purchase 17 Harley Street a six-storey terrace mansion from where he continued to conduct his practice until his own death in 1889.

Their successor in *Swiss Cottage* was Frank Walters Bond with his wife Catherine and their family. This succession was no coincidence since Penzance-born Catherine Bond (née Coulson) was Walter Coulson's cousin and obviously knew in advance of his plans to relocate to central London. Frank Walters was also born in Cornwall, the youngest son of a Royal Navy Paymaster (and one-time Secretary of The Reform Club). Frank attended the Royal Naval School at Deptford but did not follow his father into the Royal Navy. Instead he became a partner (at age 24) in the newly formed firm of Vivian, Younger and Bond metal merchants and dealers based at 117 Leadenhall Street specialising in gold.

Catherine and Frank had married in 1863 and settled in Forest Hill in south east London where all eight of their children (seven boys and one girl) were born. The last child arrived in May 1880 but by the time of his christening in August the family had already moved into *Swiss Cottage*. Even before this, Bond had negotiated with the Palace the rights to graze the three acres of waste lands near *Wilderness Cottage* and between Raven's Ait and *The Pavilion*, pasturage rights which had previously been enjoyed by Walter Coulson.

Bond's attention was frequently distracted elsewhere and in October 1880 it was reported that he and Catherine were in New York establishing a new company - Bond, Parsons & Co - as the US arm of his flourishing Metal Merchants empire.

*

By 1886 contemporary reports were suggesting *Swiss Cottage* had become very dilapidated and, having negotiated a new long-term lease with the Thames Conservancy, Bond obtained planning permission from the Hampton Wick Local Board to demolish *Swiss Cottage* and build a new 21-room mansion which he named *Parkfield*.[45] Its rateable value on completion - which was before 1890 - was £238 bi-annually, a huge figure exceeded only by the £400 payable on the same basis by the Hampton Court Gas Company for its gasworks and pipe network.

The *Parkfield* development included both a lodge and a stable / coach block which were occupied by gardener and coachman respectively at the time of the 1891 and 1901 Census returns but both were empty by 1911.

Given the scale of expense involved in its building, the Bonds spent surprisingly little time actually living in *Parkfield* having already chosen Wargrave in Berkshire as their next (and - as it proved - final) home and purchased a large Manor House there. For four years from 1890, *Parkfield* was let to Henry Cock. The 45-year old Cock had been born in Ironbridge, where his father was a Master Tanner and Currier. In the 1881 Census, Cock himself had been listed as "Tanner & Farmer 90 Acres Employing 8 Men" so his arrival in Hampton Wick may well have been connected with the existence of the large Tannery on the other side of the river which, until it burned down in 1963, stood on the site of the present *Bishop Out of Residence* pub a short distance upstream of Kingston Bridge.[46]

Kelly's Directory next listed a Mrs Newsom - of whom nothing is known - as living in *Parkfield* in 1894-5 but there is then a further

[45] During the building operations, the Bonds moved to Wargrave, Berkshire thus beginning a relationship with the County that resulted in Frank Walters Bond becoming High Sheriff in 1900 whilst still living at *Parkfield*. Soon after, the Bonds acquired *Wargrave Court* and moved out of Hampton Wick.

[46] This speculation is reinforced by the fact that, after leaving *Parkfield*, Cock continued to live in Anglesea Road Kingston until his death in 1913.

JIN-RIKI-SHA.

Frank and Catherine Walters in Tokyo January 1897. This "authentic" street scene was recreated in a studio for the benefit of tourists to Japan.

three-year gap before Mrs Bond reappears in the Directory 1899 after the couple's year-long adventure visiting the newly-discovered gold fields in Kalgoorlie, Western Australia followed by a tour of Japan, China and Ceylon. Catherine published her diary in a fascinating 312-page book under the title *"Goldfields and Chrysanthemums"*. Tellingly she signs off the Preface as

Catherine Bond,
Wargrave, January 1898

signalling the Bonds' imminent intention to leave *Parkfield*. Nevertheless when Frank Walters Bond becomes High Sheriff of Berkshire in 1900 his address is still given as *Parkfield*. By now aged 62 and with his eldest son working alongside him in the business, Frank finally retired to his 17-room *Wargrave Court* - a Manor House with its origins in the sixteenth century.

*

Frank Walters Bond sold *Parkfield* in 1901. The purchaser was Leopold Loewenthal. Born in Silesia, Prussia[47] Loewenthal had arrived in London by 1861 the year in which he married his British-born wife Marianne Aguilar and was living in Maida Vale. He was described on the 1871 Census as a "Commission Merchant" which is more commonly known as a Stock-Broker and his business address was *Warnford Court* which was then the offices of The Stock Exchange. Subsequent Census listings from 1881 - 1901 describe him as a Mining Engineer though whether he had any business connections with Frank Walters Bond is unknown. Quite why a 78-year old retired mining engineer/stock-broker who was also a childless widower would take on a 21-room mansion is a mystery. He renamed the house *Lionsdale* and, according to *Kelly's Directory* lived there until 1908. He then returned to his previous address in Maida Vale where he died in 1915 at the age of 91.

*

Parkfield had become vacant after 1908. The 1911 Census records Alice Jones a 48-year-old married woman living there with four of her children but her occupation is given as "caretaker". In January 1913 a solicitor's letter to the Board Of Works explained they were acting for purchasers of the property lease and this was almost certainly John Wills Martin Fry - although he did not actually appear in *Kelly's Directory* at *Parkfield* until 1917. John was the son of a large-scale yeoman farmer, his father employing 16 men and 6 boys on his farm near West Lavington, Wiltshire on the northern edge of the Salisbury Plain. John himself was listed as a stevedore in the 1905 Post Office Directory and was based at Albion Yard in London Docks. The stevedore, responsible for loading a ship, was one of the most skilled dockers and was regarded as superior to the other shore workers. Unlike other ports, all workers in London Docks were employed directly by the dock company. The only exception was the stevedores who were hired directly by ship-owners or their agents. John Fry married Amelia Hampden at Holy Trinity Brompton in 1906 and the entry in the marriage register described him as a shipping agent, suggesting his employment was more commercial than

[47] Most of Silesia now lies in south west Poland, its three principal cities being Wrocław, Katowice and Ostrava.

physical. The Frys had lived in Albert Hall Mansions, Kensington Gore prior to moving to *Parkfield*. They had no children so, just like their predecessor in this 21-room mansion, they would not have been short of space.

The gardener's lodge which had formed part of the *Parkfield* development had remained empty since at least 1906 but in 1929 John Fry appointed 24-year-old Albert Litten to be his estate manager looking after both the extensive garden with its vegetable plot and large glass-house as well as the coach house which became occupied again from 1936. Albert Litten lived in *The Lodge* and remained in his post until his death in 1964.

In the 1939 England and Wales Register - which was initially taken with the purpose of producing National Identity Cards - John and Amy Fry appear on their own - with no servants - and with 67-year-old John still describing his personal occupation as "Master Stevedore". Sometime within the next two years Amy Fry died.

1950s View of Parkfield *from the south*

FORM C.1

File No. 5D/

For Official use only

Copy

WAR DAMAGE COMMISSION

(Form No. C.1)

Notification of Damage pursuant to the Provisions of Section 10 of the War Damage Act, 1941

This form is to be used only for notifying damage to land, buildings and certain fixed plant and machinery. No reference should be made in this form to goods and machinery, or furniture and personal chattels insurable under Part II of the War Damage Act, 1941.

The acknowledgment of receipt of this notification will include a form asking for the more detailed information necessary for the consideration of your particular class of claim. This further form will be sent to you at the postal address given by you in paragraph (1) overleaf.

This form (C.1) must be completed and delivered within 30 days of the date of damage to

WAR DAMAGE COMMISSION,

REGIONAL OFFICE,

55 Eden Street,

Kingston-on-Thames,

Surrey.

Above: Claim Form issued by the local Regional Office of the War Damage Commission in Kingston.

Right: John Fry and his second wife Florence at an unknown 1950s celebration in the garden of Parkfield

On Thursday 24 August 1944, a V1 flying bomb

"fell in the River Thames about 3 feet from the towing path … immediately in front of (a) detached property known as The Wilderness*".* [48]

The explosion caused extensive damage to *The Wilderness* itself as well as to *The Lodge* and *Parkfield* although happily no-one was killed or injured. All three properties were rendered uninhabitable.

*

John Fry moved away whilst repairs were made to *Parkfield* but had returned by 1949, along his new wife Florence. The couple continued to live in *Parkfield* until the early-1960s when their 50-year lease expired and they moved to 33 Holmesdale Road Teddington where John died in 1968 at the age of 96.

*

The 1960s saw a change in ownership of *Parkfield* and in the residents of its component properties. In August 1964 the Conservators of the River Thames sold the freehold of *Parkfield* to Minford Properties Ltd a company owned and run by developer David Leon and his family. In October 1964 Middlesex County Council gave planning permission for *Parkfield* itself to be converted into five self-contained flats. These were to be occupied by students from Kingston University. Finally *The Lodge* was sold in November 1966 to the Leon's married daughter Janet Gliss who lived there with her husband Philip until 1984.

*

By the late 1980s *Parkfield* was owned by Michael Apted and his then-wife Jo. The couple were both involved in the TV and film Industry, Michael as a director, producer, writer and actor whilst Joan was an Associate Producer. The couple split up and later divorced with Joan and her son Paul remaining in *Parkfield*. The house was purchased by its current occupiers around 2005.

[48] Quote from Air Raid Precautions Department Bomb Census Papers relating to Flying Bombs (V1s) 22/23 Aug to 17/18 Dec 1944.

Above: The Coach House *in 1964.*

Below: Llanover*, recently completed after several previous schemes by former owners of The Coach House were refused or abandoned.*

After the original purchase of the *Parkfield* estate, David Leon and his wife occupied *The Coach House* and sought planning permission for a bungalow to be built in their garden. The application was refused as was a similar application in 1988. On both occasions the grounds were that further housing development was undesirable on what was otherwise open land enjoyed by residents on both sides of the river.

The property was then purchased by Max de Kment another property developer. He proposed to replace the original building with a new property elsewhere on the site but his design was refused after appeal on the grounds of over-development. He received permission for a more modest pavilion-style house in 1999. Twelve years later work was still not started, the original property had been badly damaged by fire and the site was being sold by receivers acting for banks who had a charge on the property. The present house, built by the current occupiers, is essentially to the same design as approved in 1999 but on the site of the original coach house.

*

The final word in this account concerns *The Wilderness*. Following the explosion of the bomb, it had stood unoccupied for two years before it was agreed by The War Damage Commission[49] that repairs should be carried out.

The repairs were naturally carried out by the builder-owner Benjamin Kendrew. He took the opportunity to strip out all the period fittings dating back to the early 1800s and then sold the property to Malcolm T Walker who had been First Secretary and Consul of the British Embassy in Jordan until 1953 (when King Hussein had just become ruler). One of the first actions of the new owner was to install electricity which finally replaced the previous gas lighting installation. Walker remained at *The Wilderness* until 1967 when it was purchased by its current occupier.

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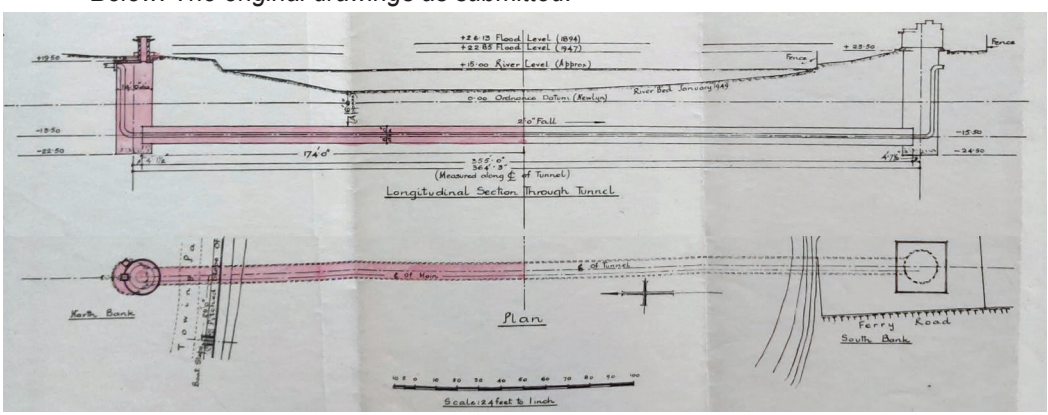
[49] The War Damage Commission was a body set up by the British Government under the War Damage Act 1941 to pay compensation for war damage to land and buildings throughout the United Kingdom. It was not responsible for the repairs themselves, which were carried out by local authorities or private contractors. The Commission's Regional Office was at 55 Eden Street in Kingston-on-Thames - now Nationwide Building Society's office.

Above: The ventilator for the tunnel carrying the 2-foot gas main 16 feet below the bed of the river to Ditton. Covered by the hinged metal trap door, the access chamber is 14 feet in diameter and descends 40 feet to tunnel level. The arrow indicates the height reached by the river in the 1894 floods.

Below: The original drawings as submitted.



The Gas Tunnel

In 1948 the Wandsworth and District Gas Company applied to the Ministry of Works for permission to lay a new 24-inch High Pressure gas main two feet below the surface of the Bargeway starting at Kingston Bridge and running as far as the Ditton Ferry where it would descend 40 feet before passing through a tunnel under the river to the Surrey bank. The new main was part of a larger scheme to provide additional gas supplies from Kingston Gas Works (which had been owned by Wandsworth since 1931) to Hinchley Wood and was designed to save the expense and disruption of laying a main through Kingston town centre and along Portsmouth Road. The provisional rent agreed was £90 per annum for the run of the main and £10 for the shaft and tunnel.

What seemed to be a simple application which would generate relatively small annual incomes (equivalent to £18,000 and £2,000 at today's values) from its two elements nevertheless became the subject of protracted correspondence and bureaucratic intransigence involving the same two agencies of The Crown that had frequently quarrelled over matters involving the Bargeway in the past. *The Knightsbridge and other Crown Lands Act 1879* had included some added clauses to legitimise the transfer of the management responsibility for Bargeway from the Commissioners of Woods, Forests and Land Revenues to the Commissioners of Works. The latter body, whose responsibility passed to the new Ministry of Works in 1940, had thereafter exercised its authority without any challenge.

However, the Wandsworth Gas Company application unearthed several anomalies in the seemingly watertight legal arrangement.

Firstly the wording of the 1879 Act assumed that the whole of the Bargeway lay within Hampton Wick and did not take into account the fact that it actually crossed the boundary between Hampton Wick and Hampton.[50] Therefore as things stood, the final stretch to Hampton Court Bridge by default remained under the continuing management of the Commissioners of Woods, Forests and Land Revenues.

Secondly the 1879 legislation ignored the fact that, prior to the opening of the new 1828 bridge, the towing path crossed the river using the *original* Kingston Bridge so the Bargeway actually started 100 yards downstream of the new bridge.[51] The lack of any plan to accompany the 1879 Act, which might have brought these anomalies to light, did not help the cause. Finally the Commissioners of Woods, Forests and Land Revenues argued that the 1878 Act merely transferred management of the Bargeway *at ground level* to the Commissioners of Works but since the gas main was to be laid below the surface, it was a matter over which they alone should exercise control! In the event a compromise was reached whereby the Ministry of Works alone would sign the agreement for the gas main along the Bargeway (and receive the revenue) whilst *both* agencies would be parties to the agreement covering the descent of the gas main into the tunnel and its progress to the mid-point of the river - and share the £10 revenue therefrom.

The new gas main was delayed by the nationalisation of the gas industry which saw Wandsworth and District Gas Company become part of the South Eastern Gas Board. It was therefore SEGB who were the signatories to the Licence signed on 1 August 1952 authorising the construction of the tunnel. It was a condition that the boring operations and the removal of the spoil should be conducted from the Surrey bank to keep disruption on the Bargeway itself to a minimum. The Board were also required to

> *Effectively to screen the entrance to the said ventilating shaft which projects above the surface of the said land by the erection of a public shelter*

[50] The boundary leaves the centre of the river, turning rightt through 90 degrees and runs up the middle of the Privy Garden.

[51] This anomaly finally came to light when Marryat Estates Ltd applied to the Commissioners of Woods, Forests and Land Revenues in 1974 to purchase the site of what is now *Riverview House.*

Also included in the Licence was permission for the Board:

To enter upon the said land to inspect test maintain repair and renew the said works

This clause was invoked just 17 years later when a brief letter from SEGB dated 21 April 1969 informed the Crown Estate Commissioners that the jointing of the existing cast iron pipe had been found to be inadequate and that the gas main within the tunnel was to be removed and replaced with a steel pipe with welded joints. Nevertheless, whatever the inadequacy of those original pipes and joints, they still remain in place along the length of the Bargeway where the occasional smell of gas and the sight of bubbles rising in a rain puddle will herald the arrival of a repair gang to remedy the latest "inadequacy".

The Pavilion(s)

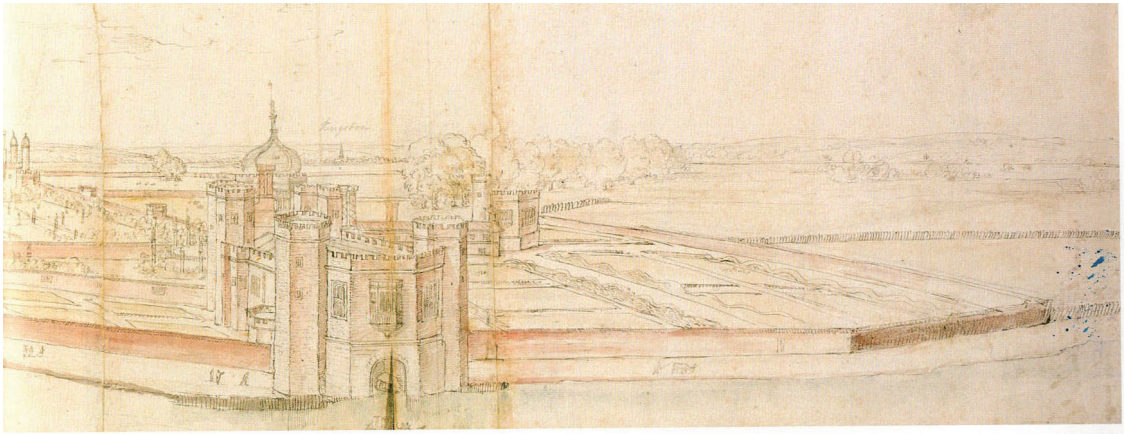
The (original) Pavilion closest to the Bargeway arguably owes its origins to the changing fashions in royal palace design in late C17. After Cardinal Thomas Wolsey had gifted him Hampton Court Palace in 1528, Henry VIII immediately set about greatly expanding the original palace into a place where he could entertain his court of over 1,000 people.[52] In so doing he created what was to prove the epitome of Tudor taste and grandeur using a hybrid of perpendicular Gothic-inspired architecture with restrained Renaissance ornament.

However, few significant changes were undertaken after Henry's death in 1547, so that by the time of the accession of William III and his co-monarch Mary II in 1689, Hampton Court Palace would have been considered distinctly old-fashioned especially when compared with the French King Louis XIV's magnificent enlarged palace and gardens now under construction at Versailles. This would normally have been of no consequence since traditionally the British monarchs' main residence was Whitehall Palace which, by 1689, had become the largest palace in Europe, with more than 1,500 rooms. However William was a chronic asthmatic and the smoke from the plethora of chimneys in central London along with the fog from the Thames made Whitehall untenable as the location of his court.

The new British monarchs bought Nottingham House (now Kensington Palace) to be their stop-gap home whilst they implemented their permanent solution based on demolishing the old Tudor palace at Hampton Court a section at a time and replacing it with a huge modern palace in the French Baroque style to be designed by Sir Christopher Wren.

The demolition programme started in 1700 with the Water

[52] Henry VIII owned over 60 palaces and houses but few had the capacity to accommodate the whole court. His first addition at Hampton Court Palace after acquiring it from Cardinal Wolsey was the vast kitchens needed to feed a court of this size.



Henry VIII's Water Gallery was recycled by William III to provide the fixtures and fittings for the four pavilions (below) and the material for The Pavilion Terrace.

Gallery originally built by Henry to impress the many visitors who arrived at his palace by river. Removal of the Gallery would generate large quantities of rubble[53] and it was ordered that all the reusable building and decorative material from the Water Gallery should be carefully removed and stored. The stone and brickwork was then used to create a terrace almost 650 yards long running alongside the Bargeway parallel with the river. At the south-east end of the terrace a bowling green and four pavilions were constructed, the latter using the

[53] Later huge volumes of earth would also have to be removed to accommodate William's insistence on his having a clear line of sight from his first-floor royal apartment windows over the new privy garden to the river beyond. To achieve this, the whole of the five-acre garden site was reduced in height by an

The Bowling Green Pavilions c1744

material recycled from the original Water Gallery. The demolition and subsequent construction of the terrace and bowling green pavilions was completed in just a year.

The four pavilions were originally conceived as withdrawing rooms, where tea and coffee could be served, card games could be played and conversation enjoyed and this usage was initially enjoyed by the Prince of Wales and his friends. But the growing animosity between the King George I and his eldest son put an end to this short-lived tradition and *the Pavilions* began to be used as permanent grace-and-favour residences by various members of the Hanoverian Royal Family. Princess Amelia - the youngest of George III and Queen Charlotte's 15 children - was in residence 1748-61 and installed bay windows in the two easternmost Pavilions whilst Prince William Henry, Duke of Gloucester, a grandson of King George II and a younger brother of King George III (in residence 1764-1805), constructed a lath and plaster building (later rebuilt in brick) to join these two Pavilions and provide additional accommodation. The last Royal occupant of *the Pavilions* (1805-16) was Edward, Duke of Kent, the fourth son of King George III and Queen Charlotte and father of the future Queen Victoria. Soon after he left, it was decided that the two Pavilions west of the bowling green were in such a poor state of repair that they were demolished in 1822.

The remaining two Pavilions were then occupied by Major General John Moore as a reward for saving the Duke of Kent's life during a naval mutiny provoked by the Duke when he was Governor of Gibraltar. Moore died in 1840 and his widow remained in residence till her death in 1852.

By this time, Queen Victoria had decided she had no personal use for Hampton Court and the palace accommodation was converted into grace-and-favour apartments to be awarded to individuals (frequently widows) in return for past services rendered to Queen and Country.

This change resulted in further demolition in 1855 leaving the south east pavilion as the only survivor of the four and it was then completely renovated before being awarded in succession to two military widows.

The house was significantly enlarged in 1896 when permission was given for the new tenant to build a library and

bedrooms over the kitchen. Even more controversially, he was then allowed to enclose three acres of Home Park comprising the area originally occupied by the other Pavilions and bowling green for his own use.

The perpetrator of these unpopular changes was Ernest Law a 42-year-old bachelor who had spent his boyhood at the Palace, where his mother and her sister had been granted an apartment in 1833. He was called to the Bar in 1878, but did not practise for long because of ill health. Following his move to *The Pavilion* in March 1895, Law lived the life of a Victorian polymath.[54] As an expert on Tudor history, he had already completed his three-volume 1,323-page History of Hampton Court Palace (1885-1891) but now published a Short History (1897) in a 416 page version of the full work for a

"more extended class of readers".

This was immediately followed by A Historical Catalogue of the Pictures in the Royal Collection at Hampton Court (1898).

Law was an incurable self-promoter.[55] As related by Gerald Heath in his definitive 1985 paper *The Bowling-Green Pavilions at Hampton Court*

> *In April 1894 [Edward Law] wrote a long letter to the Lord Chamberlain proposing that he should be appointed Curator or Surveyor of the Palace and Pictures … As the Lord Chamberlain … was slow to react, he then wrote to Queen Victoria's Private Secretary proposing that he should be appointed Curator of the Palace. Again there, was no immediate reaction and nearly seven weeks passed before the Queen's Private Secretary wrote to the Lord Chamberlain, "the Queen does not think there is any necessity for appointing Mr Law Curator of Hampton Court Palace. The Queen is not keen on Mr Law."*[56]

[54] He was also a Shakespeare scholar and a practician in the design and recreation of historic gardens. He authored at least 16 titles.

[55] A senior officer of the Office of Works was once quoted as saying that Ernest Law was *"coming to believe that he had built Hampton Court himself."*

[56] In March 1901, just two months after Queen Victoria died, Edward Law was appointed Surveyor of Pictures at Hampton Court.

After Law's death in 1930, George V granted *The Pavilion* to Sir Francis Morgan Bryant[57] who had given long service to the King and previously to his father Edward VII. Retiring from the position of Secretary to the King's Private Secretary's Office, a post which he had held from 1910, Bryant remained in *The Pavilion* until his death in September 1938. He was followed by Capt. Charles J H O'Hara Moore who had just retired as manager of the Royal Thoroughbred Stud. Moore remained until 1962 when ownership of *The Pavilion* was transferred to The Crown Estate Commissioners. The last grace-and-favour tenants included Cecil Harmsworth King, chairman of the International Publishing Corporation and a director at the Bank of England (in residence 1965-75) and WW2 atomic scientist Erwin Ludwig Klinge (1975-86).[58]

The present owners bought the property in 1997 and, having

[57] Bryant, who was father of historian Arthur Bryant, did not move in until more than a year later, on 8 April 1931. Meanwhile he had had *The Pavilion* connected up to the electricity supply, as he did not wish to live in a house lit by paraffin lamps.

[58] Klinge was a young German scientist recruited to assist in the production of an atomic bomb for Hitler's Germany. Sent to a factory in Frankfurt to learn how to produce uranium, his boss was concealing most of the output to prevent the scientists from getting sufficient material to start bomb-making. An Allied air raid on central Frankfurt in March 1944 destroyed the factory and ended the threat. At the end of the war Klinge avoided falling into the hands of the Russians who were desperate to seize scientists who had worked in uranium production. He came to England and became a pastor before a visit to India inspired him to do charity work. When he left *The Pavilion* in 1986 he moved to Scotland.

2010 proposal involved adding a replica of an original pavilion.

negotiated a new 150 year lease, made huge improvements, installing a modern kitchen and bathrooms whilst faithfully renovating the historic interior. They put the refurbished *Pavilion* on the market in 2007 when according to a description in *Country Life* the accommodation comprised four reception rooms, a study, a kitchen/breakfast room, four bedrooms, three bathrooms and a staff flat. It appears that the property did not sell so, in 2010 the owners obtained planning permission to demolish the staff accommodation and replace it with a replica of one of the original (small) Pavilions.

Once again it did not sell so the owners returned to the planning authority and successfully argued that the new Pavilion should be modelled on the existing design rather than the much smaller original. They got permission for this is 2014 with further additions being agreed in 2017. It went back on the market but was then withdrawn as the owners decided to redevelop it themselves. At the time of writing the entire project is now nearing completion *(below)*.

The replica Pavilion nearing completion

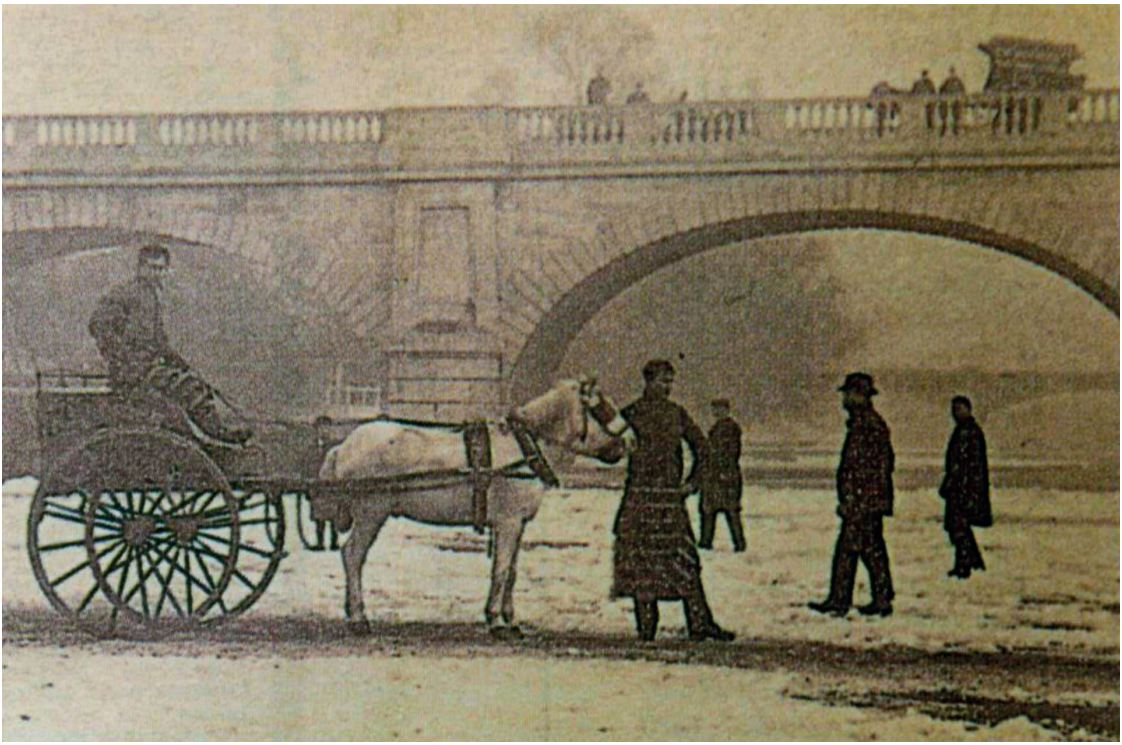
The River: Freezes and Floods

For centuries man has attempted to control the river, from the construction of the earliest locks and weirs to the mighty Thames Barrier project. But one element has remained outside his ultimate control: climate. Whilst the river normally has sufficient capacity to drain the land, excessive rainfall inevitably causes flooding. Similarly excessive cold, especially when combined with heavy snowfall, not only causes the river to freeze but the resultant build-up up of solid ice and snow inevitably gives rise to floods when the melt eventually arrives.

The medieval London Bridge *(the central section of which is pictured below in 1632)* had 19 narrow arches and each was equipped with starlings.[59] This combination impeded the flow of the river to such an extent that river freezes were not uncommon in

[59] Starlings were protective structures placed around the leg of each arch and shaped to ease the flow of the water around the bridge and so reducing the damage caused by erosion or collisions with flood-borne debris.

The central section of London Bridge in 1632



Above: A severe winter in 1894/95 caused the river to freeze at Kingston Bridge. Large numbers of local residents also took advantage of the excellent skating conditions on the Long Water in Home Park which had been opened to the public just the year before.

Below: This 1947 aerial photo shows that all the Barge Walk allotment ground and much of the Great Meadow are under water. Also clearly visible (and arrowed) are the still-intact WWII RAF Camp in Bushy Park and the horse paddock that was used for additional allotments to support the Dig for Victory *campaign.*

central London. From 1400 until the removal of the bridge in 1831, there were 24 winters in which the tidal Thames was recorded to have frozen over. The removal eliminated this quasi-barrage effect whilst the construction of the Albert, Victoria and Chelsea Embankments (1866 - 1874) meant the river now flowed faster through its significantly narrowed channel and it became still more difficult for ice to form. The last time the tidal Thames froze over completely was in 1814.

By contrast, there have been two occasions in the last century where the river bordering the Bargeway has frozen and subsequently caused serious flooding. In January 1947, the country - particularly the southeast - had been hit by blizzards, which were severe enough to freeze the upper reaches of the River Thames. Winter storms continued into February with several inches of snow and rain falling onto frozen ground. This was followed by a period of relatively warm weather which caused the snow to quickly melt on top of the still-frozen ground, which meant it had nowhere to drain and gave rise wide-spread flooding.

History repeated itself during the winter of 1962 - 1963, one of the coldest on record,[60] when heavy snow started falling on Boxing Day and was followed by blizzards through January and February. 6 March was the first morning of the year without frost in

[60] Only the winters of 1683–84 and 1739–40 were colder.

Below: The frozen river by the Minima Dinghy Park

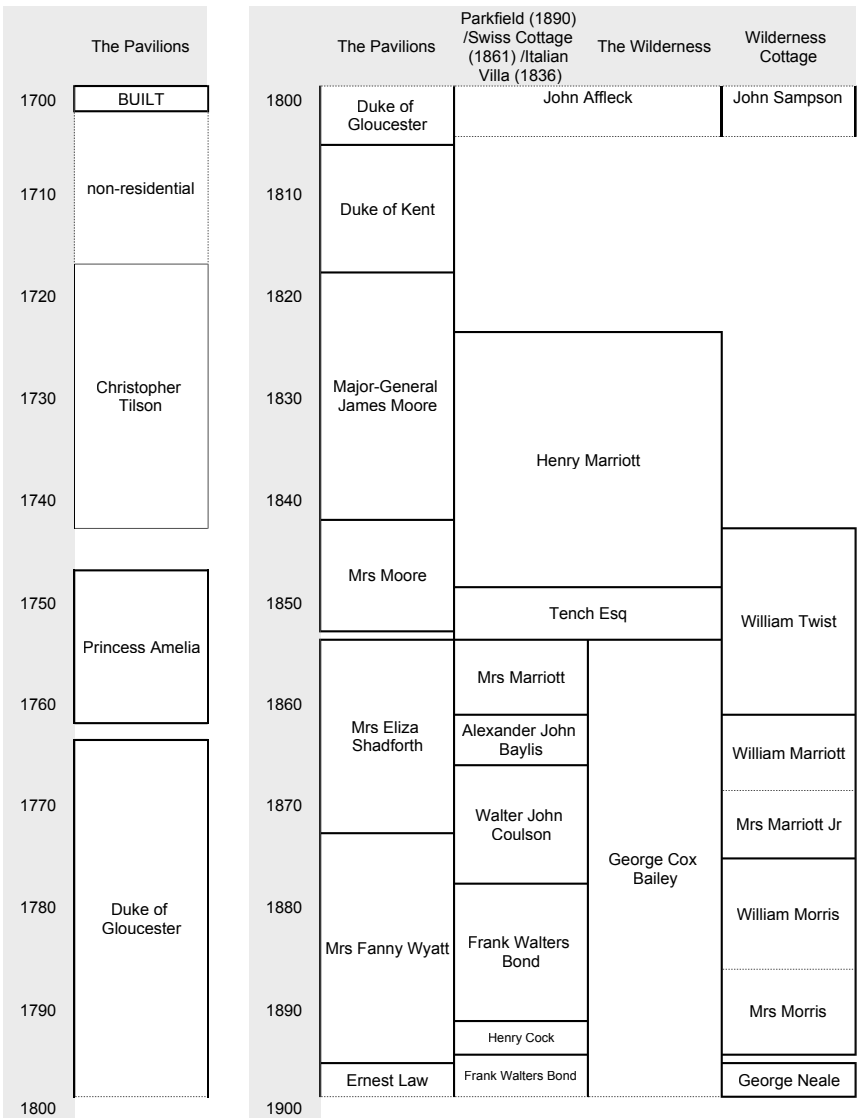
Above: Frozen solid at Kingston Bridge Boatyard in the winter of 1963/64.

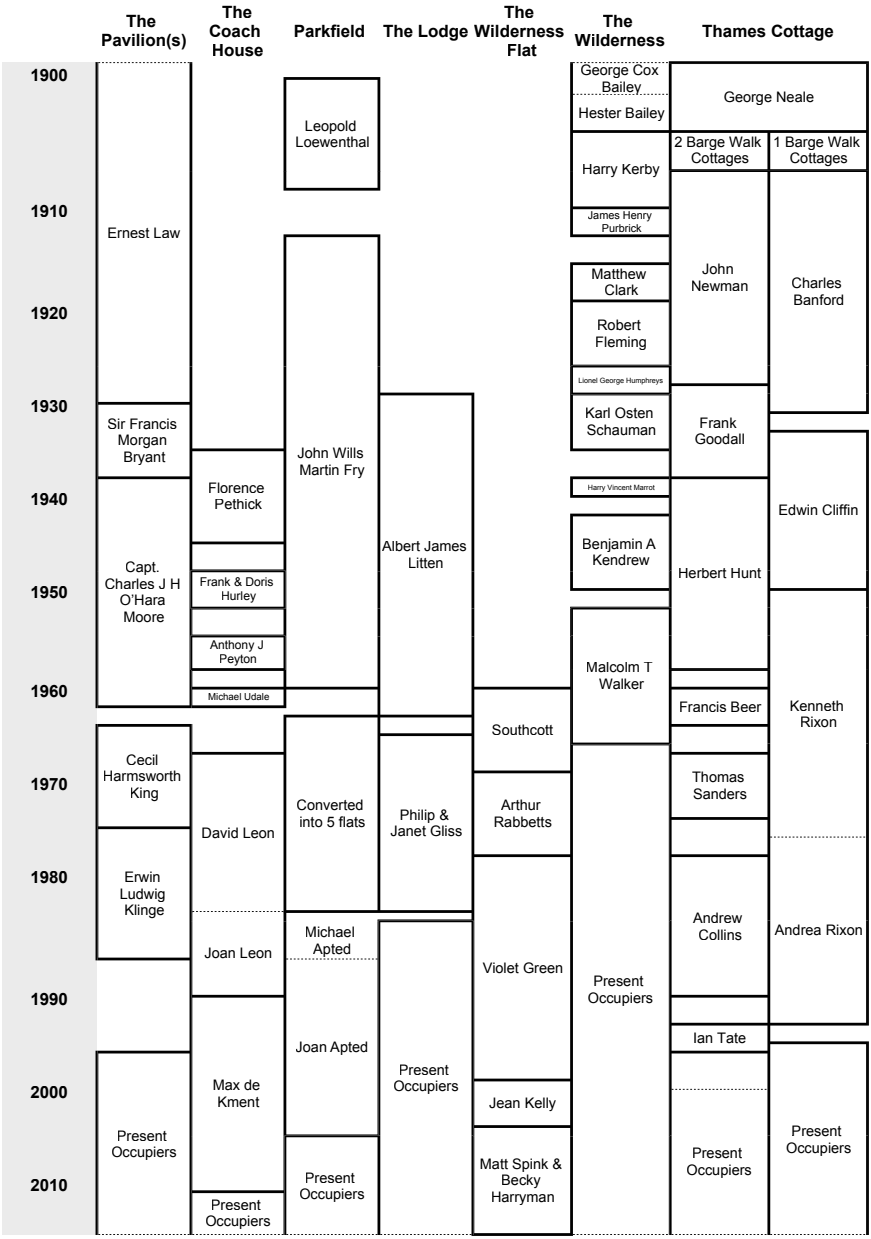
Britain. Temperatures rose rapidly and the sudden thaw caused the river to overflow. Similar flooding has occurred since, notably in September 1968 when the River Mole and its tributaries dumped huge quantities of water into the Thames at Hampton Court and in 2014 when the Jubilee River caused serious flooding in Shepperton and the stretches below.

Below: Feeding the ducks outside The Wilderness *in September 1968*

APPENDIX

List of Occupiers and Dates




The Pavilion(s)
The Coach House
Parkfield
The Lodge
The Wilderness Flat
The Wilderness
Thames Cottage
1900
1910
1920
1930
1940
1950
1960
1970
1980
1990
2000
2010
Ernest Law
Sir Francis Morgan Bryant
Capt. Charles J H O'Hara Moore
Cecil Harmsworth King
Erwin Ludwig Klinge
Present Occupiers
Florence Pethick
Frank & Doris Hurley
Anthony J Peyton
Michael Udale
David Leon
Joan Leon
Max de Kment
Present Occupiers
Leopold Loewenthal
John Wills Martin Fry
Converted into 5 flats
Michael Apted
Joan Apted
Present Occupiers
Albert James Litten
Philip & Janet Gliss
Present Occupiers
Southcott
Arthur Rabbetts
Violet Green
Jean Kelly
Matt Spink & Becky Harryman
George Cox Bailey
Hester Bailey
Harry Kerby
James Henry Purbrick
Matthew Clark
Robert Fleming
Lionel George Humphreys
Karl Osten Schauman
Harry Vincent Marrot
Benjamin A Kendrew
Malcolm T Walker
Present Occupiers
George Neale
2 Barge Walk Cottages
1 Barge Walk Cottages
John Newman
Charles Banford
Frank Goodall
Herbert Hunt
Edwin Cliffin
Francis Beer
Kenneth Rixon
Thomas Sanders
Andrew Collins
Andrea Rixon
Ian Tate
Present Occupiers
Present Occupiers