

# EYLHS Newsletter 19

Summer 2008

newsletter of the East Yorkshire Local History Society



Front cover: The Minerva at the junction of Nelson Street and Minerva Terrace, Hull, August 2008.

## **Contributions**

Based in Hull it is not always easy to keep track of events in other parts of the Riding; news that members could contribute on their town or village should be sent to the editor.

Short articles, illustrated or unillustrated, news on libraries, archives, museums, societies or education, queries other people may be able to answer, etc. for inclusion in future newsletters should also be sent to the editor.

### **Newsletter**

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# News from the Society

## Programme

As usual, the Society has arranged a full programme of lectures and excursions for 2007. Please support the events and bring along your friends. Please do not hesitate to ask for lifts; you will be expected to contribute to petrol.

**PLEASE NOTE:** Please make all cheques payable to the **East Yorkshire Local History Society**. All cheques and booking slips (which are on a separate insert with this newsletter) should be sent to the relevant **named individual** at the address on the booking form.

### **SATURDAY 6 SEPTEMBER 2008**

**Venue:** WISE, Oriel Chambers, 27 High Street, Hull

**Topic:** 'Lincolnshire Spinsters in the Seventeenth Century'

**Speaker:** Dr Judith Spicksley, WISE, University of Hull

**Time:** 2.15pm

**Cost:** £4

Tea and coffee provided.

Talk - will discuss the often precarious position of unmarried women in Seventeenth Century Lincolnshire based on the speaker's PhD.

No parking available

### **SATURDAY 20 SEPTEMBER**

**Venue:** Helmsley Castle and Rievaulx Abbey

**Leader:** Dr John Walker

**Time:** 10.30am Helmsley Castle

**Cost:** £1.50, this does **not** include admission, which is payable on the day:

Helmsley Castle £4, concessions £3; Rievaulx £4.50, concessions £3.40, both are free to English Heritage members.

There is a large car park to the north of Helmsley Castle (charge) and there will be time for lunch in Helmsley before arriving at Rievaulx for 2.00pm.

## Participation in events

As reported in previous years, it has not been possible to arrange group insurance for events. We therefore strongly recommend that members and their friends take out personal accident/loss insurance, or include this in their households policies. We would also stress the need for suitable clothing - in particular, sturdy footwear and water-proofs - for outdoor events.

## Please note

There is usually a waiting list for most of the Society's events. If you book an event and then find you cannot attend, please inform the Secretary. Please do not transfer your booking to a relative or friend without first consulting the Secretary, whose telephone number can be found on the inside of this newsletter. Thank you.

## Review of EYLHS Events

**AGM and Illustrated History of Howden**

29 March 2008

The above event was held at the Howden Masonic Hall and well attended. It was interesting to see the inside of a Masonic Hall as such buildings are not always open to the general public.

As usual the AGM was over fairly speedily.

Following the formal part of the meeting Susan Butler enabled us to tour Howden without getting wet on a particularly inclement day.

We were treated to a circular tour of the town by photographic slide in which all the significant buildings were described together with some that are now standing.

It wetted ones appetite to explore Howden and I for one will be visiting at a later date.

Tom Bangs

### **A visit to a Jewish Synagogue**

13 April 2008

On a rather chilly and wet Sunday afternoon last April, a goodly number of members augmented by people from the local Jewish community, came together to visit the Pryme Street Synagogue at Anlaby. We arrived a little before the appointed starting time and found difficulty in finding two empty chairs. I was surprised at the informality prevailing, as guests chatted in a relaxed and animated fashion waiting for the meeting to begin. I noted also we men were not asked to wear yarmulkes

although a number of our hosts were wearing them, sporting a variety of different colours and decorations.

Mr Judah Rose welcomed us to the Synagogue explaining that his role as Chairman was simply to introduce the speakers who would talk on various aspects of the Jewish Faith and in particular about the Synagogue and its archives.

The first speaker was Professor Howard Cuckle. He briefly spoke about former Jewish places of worship in Hull and the expansion of the community throughout the nineteenth century. Although Jews were allowed back into England at the time of the Commonwealth, most of the early brethren settled in London and it was not until the 1780s that the first record of a Jewish Synagogue in Hull can be found. This was in Posterngate in a repaired Roman Catholic chapel that had been severely damaged during the Gordon Riots. Subsequently a larger building in Robinson Row replaced Posterngate in 1826. As the 19<sup>th</sup> century progressed and the Hull Jewish community expanded with the influx of immigrants from eastern Europe, several places of worship sprang up in the town, but in 1902 a new Synagogue was registered at Linnaeus Street, designed by the well known Hull architect Benjamin Septimus Jacobs. It was then explained that the Pryme Street Synagogue was a modern replacement for Linnaeus Street.

Professor Cuckle explained the difference between Ashkenazi and Sephardic

Jews, the former originating from Russia and other Eastern European countries whilst the latter came from Iberia. He then gave a fascinating account of the stages in a Jewish boy's life beginning with circumcision, then Bar Mitzvah and marriage. Finally he explained the various Jewish festivals throughout the year, the best known to us in the audience being the Passover and Yom Kippur, the Day of Atonement.

Dr David Lewis, ably supported by Mrs Frances Harris, spoke about the research work which is being done into discovering the names of the early Jewish congregation at Hull, their places of residence and the occupations they followed. Dr Lewis described the 'five treasures' they had been able to collect, the oldest being a rental indenture of 1684 concerning land that eventually became the site of the Robinson Row Synagogue.

Obviously the decennial census returns from 1841 are a fruitful source of information and an example was shown to us of tracing the Jacobs family, which included the celebrated Bethel Jacobs, who fathered 15 children, one of whom being Benjamin Septimus, the architect.

Dr Lewis explained that their archive will eventually be deposited in the Central Archive which is currently being built in Hull.

Interspersed between talks, we invited by Rabbi S Osdobi to view the Ark, the holy place within which are kept

the Scrolls of the Torah, the five books of Moses. The Ark itself was a huge wooden structure which had originally been installed at Linnaeus Street and then transferred to Pryme Street. Rabbi Osdobi kindly drew back the central curtain to allow us to see the Scrolls after which we were able to walk around and look at a number of commemorative plaques, many showing familiar names of Hull families.

Reflecting on what I had seen, I was struck by the way the early Christian church must have been influenced by the form of the Jewish faith and ritual. In terms of a religious similarity, circumcision might well be related to a Christian baptism and more surely the Bar Mitzvah has its parallel in Confirmation. For Christians, the altar replaced the Ark and the curtained area containing the Scrolls on the the altar, with the tabernacle holding the Holy Eucharist. At the end we were kindly offered refreshments before leaving into the rain after a very informative and enjoyable visit.

Martin Craven

## **Lincolnshire Churches**

17 May 2008

More than seventy-five churches opened their doors to the public over two weekends in May in celebration of Lincolnshire's religious heritage and architecture and this tour encompassed four of them. After following a circuitous route through Hull with rather unpromising weather, we made

a brief stop at Brigg Garden Centre where a vast selection of plants and related items entertained those of us with a gardening inclination while others made use of the refreshment facilities. The four churches were within a relatively short distance of the main A15 Lincoln road , but tucked away in villages and therefore easily missed. Hawthorn and Horse Chestnut blossom lined our route and the edge of fields, while clematis, tulips and peonies brought colour to the gardens.

rates nave and aisle, its round pillars decorated with rather roughly carved stiff-leaf capitals. Geoff Bell gave an interesting talk on changes in medieval church interiors over the years and we had an opportunity to look round an exhibition giving details of villagers involved in the First World War. Very little seemed to have barred entry to the army – details such as missing fingers, cleft palate, being undersized or underaged seem to have been unimportant.



Saxby church and vicarage

The first church we visited was St Peter and St. Paul at Owmbly-by-Spital, a mainly Norman building with a pinnacled tower but Early English chancel. The tower contains three bells dating from 1687. A 12<sup>th</sup> century arcade sepa-

We were very grateful to Pat Aldabella for her hasty re-arrangement of the Buffet lunch when the original venue became unavailable. What appeared to be a small village inn, the 'Bottle and Glass' at Normanby-by-Spital, easily ab-

sorbed our large party and provided a substantial and appetising meal. St. Peter's church, still consecrated but no longer used for regular services, was holding an Art exhibition, which gave us an opportunity to also appreciate the much higher quality of the 12<sup>th</sup> to 15<sup>th</sup> century interior with its fine limestone arcades and beautifully carved capitals. A stroll round the exterior en-

chitect is a thought to be Thomas Lumby or his son, William. The church was built of red brick and stone in classical style with a portico extending across the full width of the church, supported by Tuscan columns. The magnesium limestone used for the base, portico, columns and window surrounds may have come from Roche stone quarry in South Yorkshire. The church was beau-



Hackthorne Hall

abled us to see the footings of an apse, now demolished, at the eastern end of the building.

St. Helen's, Saxby, is a complete contrast, replacing an older church and built as a parish church and mausoleum for the Lumley Saunderson family, Earls of Scarborough, in 1775. The ar-

tifully restored in 2005 and redecorated in its original colours, but unfortunately suffered damage in the recent 2008 earthquake. A perambulation around the building shows the original east window in the semicircular apse. This was filled in during an earlier restoration by R. Nevill in 1879, when it was plastered over and decorated with its

present boss and acanthus leaf pattern. One south window was replaced in 1874 with an almost pre-Raphaelite design, a memorial to John Wheelright Robinson who lived at Saxby manor. Hatchments and memorials in the church are to the 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> Earls of Scarborough and the 7<sup>th</sup> Countess. Beside the church lies the old vicarage with its secluded garden behind high hedges. One could easily imagine characters from a Jane Austen novel sweeping across the lawn on their way to morning service.

The fourth and final church was St. Michael and All Angels at Hackthorn which lies in a beautiful parkland setting beside Hackthorn Hall, overlooking the lake and surrounded by trees. This Victorian Gothic church of 1850 replaces an earlier building and has much good woodwork and a family pew in the gallery. The influence of William Morris and the Pre-Raphaelites can be seen in the large figures of Faith and Hope in the stained glass of one of the chancel windows. Geoff Bell explained that the design of the church reflected the influence of the Oxford Movement in the mid 19<sup>th</sup> century when a renewed emphasis was placed on the centrality of the communion table rather than the pulpit and Gothic was the preferred style of architecture. We were fortunate to hear the historically important Nicholson organ (1869 restored in 1999) being played for a wedding rehearsal while we explored the church. Interesting pre- and post-enclosure maps on display showed the

diversion of the stream and road running through the village.

Our return journey was interrupted with a short break for afternoon tea at Brigg Garden Centre. We are grateful to Pat Aldabella and Geoff Bell for once again organising an informative and interesting excursion.

Shirley Scotney

### **The Research Vessel William Scoresby**

7 June 2008

The William Scoresby was built at Cook Welton and Gemmell's yard in Beverley in 1925/26 for the Crown Agents, who acted on behalf of Discovery Committee. She was built as a consort to the Discovery, the ship used by Scott on his ill-fated last journey to the South Pole in 1912. After a major refit Discovery was employed as a survey/research vessel in the Antarctic regions.

The ship was named after the nineteenth century Arctic explorer and scientist William Scoresby who had first visited Greenland at the age of 11 with his father also called William who was captain of a whale catching ship.

The ship was 125ft waterline length, strengthened for working in ice conditions, and was initially to be used for a survey of the whale populations of the Southern Ocean. She was very much based on the side trawler hull form that the builders specialised in.



Messrs Flannery, Baggaley & Johnson, who were the consulting naval architects for the Discovery Committee, designed the ship. Thirteen small ship builders were invited to tender and Cook Welton and Gemmell Ltd, Beverley were awarded the contract. Surviving correspondence and records suggests the specification was unclear and instead of a high quality trawler that the builders had quoted for, the Discovery Committee required what later described as a 'naval yacht'.

building several trawlers for local companies, which the Crown Agent claimed were given priority. Further disputes occurred with the Crown Agents over their unexpected demands. Technical difficulties followed the resignation of two directors and other key staff, coupled with bad weather throughout the winter of 1925/26. The General Strike resulted in further delays regarding the availability of components and almost resulted in the cancellation of the contract. The situation was further exacerbated by the restricted working space



William Scoresby in St. Kathrine Dock, London, 1937, leaving for the Antarctic on a Marking Expedition

Construction of the ship was a difficult time for the builders who were just recovering from the serious slump in business after the Armistice. They were also

within the small hull, which limited the number of tradesmen that could work at any time and made it impossible to speed the work up. The final cost sub-

mitted by Cook Welton and Gemmell was £35,837, which a considerably exceeded the agreed contract price of £29,375.

Cook Welton and Gemmell were forced into liquidation with political consequences for the government regarding unpaid Admiralty sub-contractors. The company was eventually bailed out after a negotiated settlement, which accepted most of the significant overspend but ensured that all sub-contractors' debts were settled.

At 125 ft the ship was very small for duty in the Southern Ocean in view of the severe weather in these seas, a deficiency that was to make things very uncomfortable for the crew and scientists and to limit the amount of work they could do. It is a great credit to them all that they achieved what they did. One scientist found walking the main cabin during the night in a gale said he was "getting some rest from trying to stay in his bunk".

In spite of her small size she had a large 1050 ihp engine made by Amos and Smith of Hull and the boilers could be fired either for coal or fuel oil, which made her the first Beverley built oil-burning ship. However, apart from the brief sea trials held on the River Humber as a coal burner, the ship used fuel oil to maximise her operational range. Despite fuel oil being in very short supply in the Southern Ocean at this time, bunkering was carried out at Port Stanley and later whilst at sea from whaling factory ships. Indeed on

her first outward voyage from the UK she had first to proceed to the West Indies, then Cape Town, before reaching Grytviken in South Georgia, adding several thousand miles to the voyage. She operated throughout this sector of the Southern Ocean and made several voyages to carry out whale tagging, by which whales were marked with an engraved metal bolt embedded in the flesh so that when they were caught at some time in the future their migratory movements could be calculated. A trawling survey was carried out around the Falkland Islands to identify new commercial fishing grounds. Later she was involved in plankton research and how this waxed and waned through the Southern seasons and in turn affected the movement of the whales and other species. She carried out oceanographic research including the Humboldt Current off the coast of Chile and latterly the Benguela Current off S E Africa.

In World War 2 the William Scoresby was requisitioned as a minesweeper for the duration and based mostly in the Falklands. It was a quiet war for the most part but played an important role in Operation Tabarin reinforcing British Sovereignty and persuading Argentina to not stealthily take over British claimed territory in Antarctica at a time when the country was otherwise engaged in fighting a war with Germany and Japan.

After the War she made one more voyage to the Southern Oceans and carried out useful work in the South Indian Ocean. In 1951 she was withdrawn

from service and laid up in Plymouth. After a few years it was decided to sell the ship for scrap.

Alan G Hopper

## EYLHS greetings cards

For the last local history bookfair in Beverley Liz Grove produced a range of cards featuring a variety of local photographic views for the Society. Some of these are still available direct from Liz, 5 Long Lane, Beverley, HU17 2NH and previews of the photographs are on the Society's website, <http://www.eylhs.org.uk>.

## Correction

The journal editors apologise for a misleading editing of the acknowledgements to Peter Scott's *Collision on the Humber; the loss of the **Emily*** in the 2008 journal. Herewith the author's text:

Archives accessed by author; Goole Local Studies Library, Goole Museum, Maritime History Archive (Memorial University of Newfoundland), National Maritime Museum at Greenwich, Public Records Office at Kew, Lloyd's Captains Registers, Lloyd's Shipping Registers, Boothferry Local History Group's St John's burial transcriptions, Index to ships registered at Goole April 1828 – August 1894 (transcribed by Ron Gosney), Waterway's Museum at Goole, and thanks to John Stevenson for information regarding cabin removal.

Help and encouragement; Pauline Scott, June Langhorn, Steve Royce-Rogers (direct descendant of John Lumley) and Brian Masterman.

## Hull History Centre

Having assessed all the work needed for the move to the History Centre we have now set a date for closing. The Hull City Archives last day of opening will be 18th December 2008 and Local Studies last day will be Christmas Eve 2008. The Lunch Club will continue throughout 2009 and we may make some of our stock (e.g. microfilms and daily newspapers available elsewhere in the Central Library) though this is not certain. We are planning a series of events in December for public and staff to say goodbye to the Local Studies Library here at the Central Library, which will include behind the scenes tours, further details to follow; people can ring me on 01482 616829 or email me at [david.smith@hulcc.gov.uk](mailto:david.smith@hulcc.gov.uk) There is a website for the History Centre, [www.historycentrehull.org.uk](http://www.historycentrehull.org.uk)

David Smith

## Hull City Archives

### INTRODUCTION TO ARCHIVES

Would you like to know more about the records held at the City Archives?

If so join us for taster sessions which will introduce you to the records we hold and how to access them

The sessions will be held once a month on Monday mornings and will be restricted to 6 people so booking is essential

Sessions to be held from 10.00a.m. to 11.30 a.m. at The City Archives, Lowgate

For more information or to make a booking for sessions on any of the following dates please contact Hull City Archives on 01482 615102

15<sup>th</sup> September 2008

13<sup>th</sup> October 200

10<sup>th</sup> November 2008

15<sup>th</sup> December 2008

## Book Reviews

**Phil Mathison *The Spurn gravel trade-a conflict between commerce and coastal erosion?* Dead Good Publications, Newport, E. Yorkshire, HU15 2RF 2008, 22 pp., illustrated covers. ISBN 978-0-9546937-6-3 £2.75 (available from the author and at the Hull Maritime Museum).**

This is an important account of the extraction of gravel and cobbles from Spurn and its effect on erosion. The cobbles were used for building and in increasing amounts for road metal as the turnpikes system improved the highways. Some 50,000 tons of gravel and cobbles might be extracted in a year so

the breach which occurred in 1849 was an inevitable result of this wholesale removal of the substance of the Spurn peninsular. The land belonged to the Constables of Burton Constable hall who received the not inconsiderable income from the sale of the stone. The effect on the Humber navigation was of great concern to the Admiralty and later the Board of Trade but it was not till 1925 that Spurn came completely into government ownership and the Constable family connection ceased.

Arthur Credland

**Paul Gibson *Hull: then & now* Carnegie Heritage Action Team 2008 173pp ISBN 978-0-9555569-1-3. Available from Carnegie 342 Anlaby Road, Hull, HU3 6JA or Browns Books.**

Although the title may suggest a Tempus style publication the production quality of this book is a lot higher with the modern photographs, taken by the author, printed in full colour. The size, 9½in X 8½in, allows for up to four images per page and there are a total of 252 photographs in the book. Paul is a well known collector of postcards and photographs and as a result many of the illustrations are very uncommon views, which is a significant achievement considering the number of 'picture' books on Hull that have been published in recent years. Most of the photographs are from the author's collection with 83 from other sources, principally Hull History Services.

The book is divided into areas such as Old Town, Drypool & the Groves and Sculcoates and a wide variety of categories are covered from street scenes, pubs, shops, industrial premises, transport, churches and chapels.

Refreshingly the 'then' photographs cover a wide range of dates from Edwardian up to the 1960s. A particularly poignant one, to me, is Stevens & Sons shop on the Pier, which was demolished so that a crane could get onto Minerva Pier to renovate it; a sad irony.

Proceeds from the sale of the book will go to help in renovating and maintaining the Carnegie Library building; with that in mind it is aimed very much at the 'nostalgia' market and will make an excellent Christmas or birthday present. However it also functions as an extremely useful reference work as the captions are very well researched, as they are in the rest of Paul's publications. A very slight criticism, which applies to all 'then and now' books, is that there is often little information on the modern photographs, which will become the 'then' in the not to distant future. *Hull then & now* is a fine model of how to produce this type of book.

Robert Barnard

**Bill Griffiths *Fishing and folk life and dialect on the North Sea coast* Northumbria University Press 2008, 266pp; bw illustrations and diagrams; limp covers £11.99 ISBN 13: 978-1-904794-28-8**

A compilation of the words peculiar to the North Sea coast, more particularly the English coast from the Humber to the Tweed. Individual chapters are devoted to special categories, costal terminology, river and water features, the sea, the weather, fish, seabirds, fishing boat types etc. Origins of the words are traced back to the O.E. and Norse or other sources. Particular attention is given to the words associated with the coble, its crew, its construction and the methods of fishing from it. A testament to the importance of this craft still in use today substantially unchanged in design, except for the installation of engines, since the Middle Ages.

An additional word list appears in an appendix by Katrina Porteous of the language of the Northumbrian fishermen and a second appendix reproduces the contents of a 1937 publication by Stanley Umpleby recording the dialect of the Staithes fishermen. The one deficiency in this book is an overall alphabetical index of the words recorded.

Arthur Credland, Hull Maritime Museum

## **Thomas Hawley and his 'Free Trip To Hornsea' ticket**

Thomas Hawley, a native of Stratford on Avon, first appears in the Hull trade directories in 1855 as

Tailor & Outfitter, 38 Chariot Street, Hull. By 1857 he had added 'Draper' to his description and had moved to 25 Waterworks Street close by employing 6 men and 6 women in 1861. In 1863 he is living at 112 Great Thornton Street and in 1867 he describes himself as Tailor, Outfitter, Hatter and Cap Manufacturer at 25 Waterworks Street and 5 Market Place. By early July 1869 he had opened a new shop at 39 Market Place and closed the old one at 25 Waterworks Street on 31st July. By 1872 Hawley disappears from the directories, however, his wife, Mary, is a tailor at 3 Savile Street. The Waterworks Street shop opened from 8 am and closed at 8 pm with a closure for an hour at lunchtime and in 1863 advertised:

	s.	d.
Boy's Holiday Suit	15	0
Boy's Kingston Suit	17	6
Boy's Hornsea Suit	20	0
Youth's Humber Suit	25	0
Youth's Sea Side Suit	27	6
Youth's Prince of Wales Suit	30	0

Hawley was a master at publicity and advertised his coats, suits and trousers, 'especially for boys' every Wednesday and Saturday in the Hull Advertiser. Each time he included a poem, changing every week, of 20 or 24 rhyming and scanning lines, the first part of which contained topical allusions to the weather, local and national events such as, the freeing of slaves in America and Garibaldi's visit to Hull in 1864. The second half of the poem always exhorted

readers to buy Hawley's clothes- 'Boys! insist upon wearing Hawley's beautiful overcoats'.

In October 1862, Joseph Armytage Wade, a Hornsea resident and Hull timber merchant had cut the first sod of the Hull and Hornsea Railway Company's line. Hornsea is a small resort on the coast of Holderness 15 miles from Hull and 8 south of Bridlington. In June 1863 Hawley first announced his intention to give tickets for a Free Trip to Hornsea on the purchase of a boy's suit (its unclear if this only applied to the expensive Hornsea suit or all suits). But by July 1863 the work on the railway line was not progressing as quickly as Hawley had expected:

The Hornsea line is very FAST,  
 So fast, they can't get on;  
 The merry month of June is past,  
 July is nearly gone.  
 But still amongst the bogs they *Wade*,  
 They struggle, puff and pant;  
 The more they try to get it made,  
 Of course, the more they can't.

They're like poor Paddy long ago,  
 Upon the muddy track;  
 For every step he took to go,  
 But sent him farther back.  
 They've been e'er since they first be-  
 gun,  
 The FASTEST Co. extant;  
 The more they try to get it done,  
 Of course, the more they can't!

And if the line is ne'er complete,  
 We've still got this to say,

That HAWLEY'S BOYS may get a treat  
 By going another way.  
 Meanwhile his dress is strong and rare,  
 They're just what people want;  
 The more the boys may try to tear,  
 They'll find the more they can't  
 (*Hull Advertiser* 22 July 1863)

By September Hawley realised the Hornsea line would not be finished in 1863 so he announced that his tickets were available to Withernsea and back by any train up to October 31 1863. The line to Withernsea further south on the coast had been completed in 1854.

The ticket that Hawley issued is as follows:

Obv. T. HAWLEY HULL around BOYS / CLOTHIER

Rev. HAWLEY'S FREE TRIP TO HORNSEA (around) a Train



AE 24mm with plain edge.

Hawley's poems continued in 1864 but not until April 2nd did he return to the Hornsea line, 5 days after it was officially opened on March

28th. On 20th April he named 25th July as the day when his tickets could be used. But on 2nd July his advert consists not of a long poem but just the following:

'Where's Hawley's Advertisement?  
 Tickets for Hornsea as usual.

Those who did not go to Withernsea last year may have their tickets exchanged, for Hornsea this year. Any train, any day, from Paragon Station.

After this the muse seems to have left him for a while as there were no more Hawley adverts in July or in August 1864, no poems, no reports on the Free Trip to Hornsea; very puzzling as such an excursion would seem to be ready made for further publicity. However, it is probable that the trip never took place as the above advert seems to imply that the tickets could be used on any Hornsea train on any day, which had been the arrangement for Withernsea the previous year. The scheme must have been a success as the free tickets were still advertised in 1868.

The residents of Hornsea didn't want day trippers so the railway line was soon in difficulties and in July 1866 the company was merged with the North East Railway Company. It continued in operation

until it was axed by Dr. Beeching in 1965.

Hawley's adverts resumed later but not in poem form although he continued to be a master publicist. His advert for July 3rd 1869 announced he had hired the Mechanics' Music Hall and a star company of artistes and would give away 1500 Free Tickets to his customers. A fortnight later he states he 'has taken the WHOLE FRONTAGE of the QUEEN'S THEATRE and will erect a capacious and elegant GRAND STAND FOR THE ACCOMMODATION OF VISITORS AND THE PUBLIC' which will give the very best view of the Prince and Princess of Wales as they pass in procession during their visit to Hull on 22nd July. He also states his intention to take out the front windows of both his shops and install seats for spectators.

After the Royal Visit he claimed that the Prince was dressed in 'All his (Hawley's) clothes', and that the Limelight which he exhibited from his New Shop ('the largest single establishment in Yorkshire') on the evening of the visit 'completely eclipsed the beautiful(?) Fireworks of the Corporation on board the Southampton', a training ship moored in the Humber. Thomas Hawley thought very highly of himself but was not popular with the authorities!

Geoff Percival

## The Minerva Hotel

One of Hull's most historic pubs, The Minerva, is to close (or be mothballed) in September; a victim of the uncertainty regarding the Humber St. re-development. The following article is an amended reprint of one produced for the Local History Unit in 1999 that



R Willoughby 'The House of William Westerdale, mast, block and pump maker, 1 Pier Street' (Hull Museums)



contains a brief account of the development of the site. Photographs of the building were taken in August 2008.

### **Reclaimed Land**

The first sale reference to the Minerva site is a bundle of documents in the Hull City Archives (BRD 96) and relates to the sale of 2142 sq. yds., the sites of 14-17 Pier Street, 33-37 Wellington Street, 3-8 Minerva Terrace and the Minerva Hotel, to William Westerdale of Sculcoates. All these transactions took place between 1813 and 1817.

In 1803 William Westerdale was a block-maker, etc., North Side Dock, living in Savile Row (there is a painting showing Westerdale's Yard at the west end of the Old Dock). By 1817 Westerdale was a mast, block and pump maker, 1 Pier St. (later renumbered 17 Pier St.), with a shop at Old Dock West End. A painting of 1 Pier Street by Robert Willoughby is dated c. 1815 and it also appears, in the wrong place, on Anderson's Plan of Hull in 1814. Westerdale's 'garden' is mud; the site being reclaimed land created using material dug out constructing Humber Dock in 1803-1809. Westerdale died in 1837 aged 66. Thomas A Wilkinson took over his business and 1 Pier St.

Westerdale originally purchased the whole site for a total of £3190.6.8 after it had been divided into three lots:

Lot 1. facing Wellington Street, purchased in 1813.

Lot 2. facing Pier Street, purchased in 1814.

Lot 3. facing Nelson Street (the Minerva site), purchased on 29/8/1815 for £1626.

The deeds transpose Pier and Nelson Streets but an inserted note clarifies the position. On 11/5/1813 the Bench (i.e. the Mayor and Aldermen) named the streets near Ferry Dock as follows: the street extending from Queen Street to the Humber Dock Bridge to be called Wellington Street, the street extending along the north side of Ferry Dock to be called Nelson Street, and the street extending from Humber Street to the west end of the Ferry Dock to be called Pier Street.

Lot 3 was land bounded on the south by Nelson Street, east by Pier Street, west by Dock Company ground, north land belonging to William Westerdale. The site extended in width from east to west on the north side thereof 92' 8" and at the south end 117' 6" and in length on the east side thereof 66' and on the west side 154' 6". The area contained 1084 sq. yds.

### **Development of the Site**

The only building on Westerdale's site prior to 1817 was his dwelling house on the corner of Pier St. and Wellington St. [The only two listings for Wellington Street in the 1817 directory are, William Gilyott, Master mariner, 3 Wellington St. and William Walker, general merchant. Both Craggs and Anderson's plans, 1817 and 1818, show three buildings on Wellington St., one on Westerdale's site, one next to the Theatre (No. 3?) and a building near the Humber Dock

Bridge which Anderson labels as New Dock Office and Baines, 1823, shows as Humane Society Offices (later often

St./Minerva Terrace corner and Wellington St./Pier St. north for Wellington St./Humber Place. The buildings were



John Ward 'The buoy yacht Zephyr'; section (Hull Museums)

referred to as Lock Keeper's Cottage, owned by the Dock Co., and it is probably the oldest building still standing in the area). Craggs shows an extra building on the corner of Wellington St. and the yet to be named Humber Place but it was actually opposite 1 Pier St. Anderson's plan is of 1814 and remained virtually unchanged when reissued in 1818, which could account for the discrepancy. Number 1 Pier Street is in the 1817 directory but apparently not on either plan, however, both plans have misplaced the building on Wellington St./Pier St. south corner for Wellington

probably in the course of construction when the maps were drawn.

Minerva Terrace eventually became the name given to the street between Nelson St. and Wellington St. along the dock side (it is marked as such on Greenwood's plan of 1835). However, the section on Wellington St. corner had been built by 1823 (Baines' plan), probably as a warehouse (Westerdale is listed in the 1826 directory in Wellington St.) but was not part of the later terrace of houses. Minerva Terrace, when originally built, comprised of only

five houses, extending from halfway down the street to Nelson St., all with small yards (except the Minerva Hotel), number one was twice the width of numbers two, three and four. The Minerva Hotel, originally occupying 5 Minerva Terrace, was built by January 1829 (its first victualler, Richard Cortis, was still commanding the Hull-Hamburg steam packet in July 1828) as the following appeared in the Hull Rockingham of 24/1/1829:

*"Minerva Hotel - R. Cortis - thanks public for support after opening his house - beds are newly fitted up for their accommodation. Good fires will be kept, and attendance given on early tides, to suit all Steam Packets. He has also laid in a stock of superior old wines, spirits, etc. Trusting from every attention to their comfort he will insure their future favors. N. B. Post Chaises on the shortest notice."*

The Hotel must have quickly established itself as the Hull Advertiser of 26/6/1829 announced that there was to be a *"Meeting to be held at Minerva Hotel on 1st July to establish Regatta"* - anyone with ideas for promoting aquatic amusements was invited to attend.

By February 1831 the Minerva had expanded into 4 Minerva Terrace according to the following advert from the Hull Packet of 15/2/1831:

*"Minerva Hotel - R. Cortis - grateful for the many favours conferred on him by his friends and the public, begs leave to inform them that he has added the ad-*

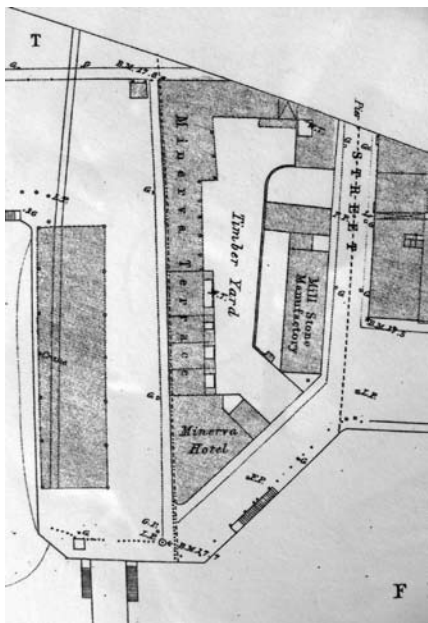
*joining house to his establishment, and fitted it up with entire new beds, etc. His house being close to the landing of all the steam packets, renders it very desirable, and commanding an extensive view of the Humber. The Gainsbro', Thorne, Goole, Selby, Barton, Grimsby, London, and Hambro' Packets use his house. Also the Scarbro' and Burlington coaches."*

In 1831 the occupants of Minerva Terrace were:

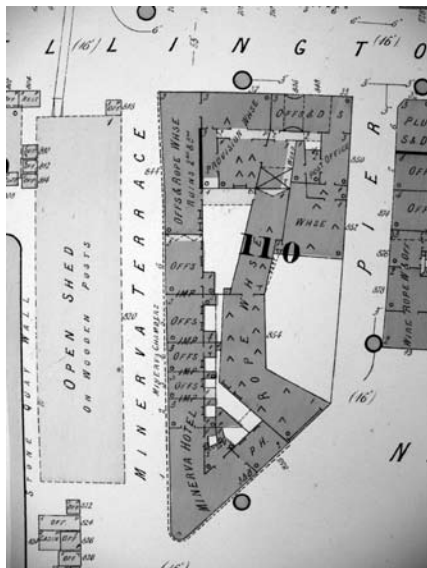
- 1 Samuel Simpson, joiner, dwelling house in Minerva Terrace.
- 2 John Broadhead, mariner.
- 3 Thomas Archer Wilkinson, bookkeeper. (This became Minerva Chambers by 1863)
- 4 Phineas Beaumont, wharfinger, shipping & commission agent.
- 5 Minerva Hotel.

The 1831 directory must have been slightly out of date when published. By 1838 the numbers had reversed with the Minerva being numbers one and two.

Moreland's plan of 1834 seems to be the first to show Minerva Terrace fully built, the Minerva Hotel is deeper than the middle range as is the 'warehouse' at the northern end of the street, the infill between No. 5 and the warehouse has also been built (probably between 1831 and 1834 but possibly earlier). The first pictorial record of the site is probably John Ward's 'The buoy yacht Zephyr (Hull from the Humber)' of 1834/36, which is taken to be a relatively accurate and well drawn depiction of



Ordnance Survey map, 1853, scale 1:1056



Goads Insurance plan, 1886, scale 40'=1"



The Minerva with the vaults to the right, c. 1900



Nlson Street elevation



The brewery replaced the vaults and the old vaults roofline can be seen in the Minerva gable



The rooms radiate from a 'T'-shaped corridor formed by one running from the main entrance with the 'leg' running parallel to Minerva Terrace. This view shows the wall of the Minerva Terrace bar to the extreme left, the corridor and the door leading to the brewery to the right. The 'Pilots' above the door refers to Pilots Pride, which was the first beer brewed.



The Minerva Terrace bar. The pillars indicate where internal walls have been removed



The Minerva Terrace bar with the rear serving hatch for the Nelson Street bar. The original ceiling were high but when the corridor was created and internal walls partially removed the ceilings were lowered as can be seen in the centre top of this view.



Staircase with Minerva Terrace bar on right. In the centre is the small room with only two tables and at that point the two corridors join.



The room at the apex with Nelson Street on the left and Minerva Terrace on the right.



The apex room looking to the Nelson Street bar





The Nelson Street bar. Evidence of internal wall removal can clearly be seen at the top of this view, which looks towards the apex room



The opposite view to the above. Internal wall removal can be more clearly seen here and the position of the entrance door indicates how high the floor of the Minerva is from street level. The entrance door is itself two steps up from the ground.

the buildings fronting the Humber and has often been reproduced. The Hotel is shown as four bays wide fronting Nelson St., of red brick with entrance in second bay and a blocked up window above advertising the Hotel. The corner is rounded to fit its triangular site. The building on the northern end of Pier St. (i.e. 1 Pier St., Westerdale's house) is a mirror image of the Hotel frontage. A high wooden fence, also present in the c. 1815 painting, runs along Pier St., joining the two buildings, and enclosing Westerdale's site, there is a gate immediately to the right of the Hotel. Some artistic license has been used to make the site appear triangular and symmetrical, the angle of Pier St. and Nelson St. is ignored completely. All the buildings on Westerdale's site are shown as three storied.

Goodwill & Lawson's plan of 1842 for Stephenson's directory shows no change to the above layout, nor does Wilkinson's 1848 plan, but by 1853, when the Ordnance Survey plan was produced, the Minerva has expanded along Nelson St. with a smaller house, the Minerva Tap (later Vaults), adjoining. The Minerva Tap first appears in one of the directories for 1851 (Freebody's, but White's only lists the Hotel) with a separate victualler from the Hotel.

Minerva Terrace by 1846 contained six addresses. By 1857 there were seven addresses and by 1874 this had expanded to eight although the number of buildings remained unaltered from at least 1834. A Mill Stone Manufactory (W. J. &

J. Childs) occupied most of the length of Pier St. between the Hotel and 1 Pier St. with a timber yard behind by 1853. Whittock's bird's eye plan of Hull, 1855, shows the new developments with the Minerva Vaults two storied (18' high, excluding the roof, according to a later plan of the stables). By 1886 the Manufactory site is empty but a single storied rope warehouse (Robert Hood Haggie & Son, hemp and wire ropemakers, were there in 1892 and well into this century) has been built behind it with an entrance on Nelson St. Also by 1886 the Pier St. side of Westerdale's former house is a post office and a single storied warehouse has been erected to its left (the small boathouse of the Kingston Rowing Club is sandwiched between the two buildings); the Wellington St. part of the house is offices and a dwelling house with a 'shop' on the corner of Pier St.

A small stable, nine foot high and occupying 24 sq. yds. (12' by 18'), had been built in 1857 adjoining the Minerva Tap.

The Hotel has altered little externally since it was built but the doorcases have been remodelled and the Vaults have been demolished to be replaced by the brewery. Most of the customers used the Vaults rather than the 'hotel' and until recently only the main bar, facing Nelson St., in the hotel was used regularly. The 'captain's room', facing Minerva Terrace, was damaged in the blitz and not used until the '70s or '80s; it contained a painting depicting sailing ships as viewed through slop-

ing ships windows and a central coke stove, also painted.

The Minerva underwent extensive internal restoration (designed by D H Craiggs of J Tetley and built by Jackson Contractors (Malton) Ltd.) when the brewhouse was incorporated and re-opened in February 1985. The brewpub was the fourth opened by Tetley. CAMRA gave the 1986 Award for Refurbishment and Conservation to the Minerva and commented "*The pub complements its location very effectively and forms a popular focal point.*" The brewery closed early in 1994 but reopened in July 1995. However in 1999 the brewery permanently closed and converted into extra bar accommodation. All the buildings on Westerdale's site were demolished, except the Hotel, in the mid 1980s and replaced with the houses of Henry Vernone Court.

The North Eastern Railway Co. had bought the Hotel by 1899. Linsley's became the first company to 'tie' the house after presumably buying it from N.E.R. Linsley's were taken over by Duncan Gilmour & Co., of Sheffield, who were in turn taken over by Tetley's, the present owners are Tatershall Holdings. The last recorded guest at the Hotel was a Polish airman at the end of the Second World War; unfortunately the Register was stolen in 1980.

The Minerva has had a succession of long serving licensees; 1888-1907 John Henwood, 1945-1965 Edith Baker and 1968-1984 Dot Horth. However, since

2004 there have been a number of tenants making it difficult to retain trade.

Robert Barnard

## New Publications

If you spot something not on this list please send details to the editor.

Jim & Margaret Ainscough *The Stewarts of Burnby Hall* (01759) 304351 for availability.

Avery, A *The Story of Hull* Blackthorn Press £9.95

*The Garden Village Centenary Commemorative Book 1908 - 2008* £4.50 [www.gardenvillagehull.co.uk](http://www.gardenvillagehull.co.uk)

Paul Gibson *Hull then & now* ISBN 978-0-9555569-1-3 £14.95. Available from Carnegie Heritage Centre, 342 Anlaby Rd, Hull.

Bill Griffiths *Fishing and folk life and dialect on the North Sea coast* Northumbria University Press 2008, 266pp; bw illustrations and diagrams; limp covers £11.99 ISBN 13: 978-1-904794-28-8

Capt. John Hood *Ships on the Humber* At Heart Publications £12.99

'Hullensian', magazine of Hull Collegiate (Hull Grammar School) - last edition - contains historical articles [www.hullcollegiateschool.co.uk](http://www.hullcollegiateschool.co.uk)

Limon, M *More Tales From the East Riding* Tempus 2008

Phil Mathison *The Spurn gravel trade-a conflict between commerce and coastal erosion?* Dead Good Publications, Newport, E. Yorkshire, HU15 2RF 2008, 22 pp., illustrated covers. ISBN 978-0-9546937-6-3 £2.75 (available from the author and at the Hull Maritime Museum).

David & Susan Neave *The Spa, Bridlington* £7.50. Available from The Spa, South Marine Drive, Bridlington, YO15 3JH

Wally Simpkin *Driffield And District Through The Times* £10 in bookshops or available from G I Simpkin, Tiroler, Downe Street, Driffield, YO25 6DX

Mike Wilson *My Bridlington Old and New* Free Spirit Writers £7.00

## Regional News

Based in Hull it is not always easy to keep track of events in other parts of the Riding; news that members could contribute on their town or village should be sent to the editor.

### **Beverley**

Every Friday 10am – 4pm - **Beverley Guildhall Community Museum**, Register Square, Beverley open free of charge.

Every day – **The Treasure House**, Champney Road, Beverley open - combining East Riding Archives, Beverley

Local Studies Library & ERYC Museum displays - 'The Treasures of the East Riding' exhibition in Gallery One and a frequently changing temporary exhibition.

### **Hedon**

**Hedon Museum:** The Hedon Room – Hedon Museum, behind the Town Hall, St Augustine's Gate, Hedon (10am – 4pm Weds. and Sats. only)

Tel (01482) 890908 for further details of current exhibitions.

### **Hull**

Carnegie Heritage Centre, 342 Anlaby Road, HU3 6JA. The Centre is home to Carnegie Heritage Action Team, East Yorkshire Family History Society and The Bindery.

Mondays - 1.30pm until 3pm - free family history help desk with experts from the EYFHS.

Tuesdays - 9.30am until 3pm - open house. Pop in with your queries or to carry out your own research.

Fridays - 9.30am until 3pm - open house.

A 'reminiscence group' is held on the first Sunday of every month from 1.30pm until 3.30pm, when all are welcome to come and share their memories of Hull or their family history on a very casual basis, often with a slide show.

A series of free talks are being held during the Autumn / Winter.

(01482) 561216

[enquiries@carnegiehull.co.uk](mailto:enquiries@carnegiehull.co.uk)

[www.carnegiehull.co.uk](http://www.carnegiehull.co.uk)

### **Hull & District Local History Research Group**

The Group meets weekly on Thursdays 10am-12noon. Contact the secretary, Terry Cork, 8 Dale Road, Swanland, North Ferriby Tel. (01482) 63688 or the chair, David Sherwood, 9 Simson Court, Beverley HU17 9ED mob. 07799357262 for information of meetings, visits and local history walks.

There is a website for visitors to Hull [www.welcometohull.co.uk](http://www.welcometohull.co.uk), setup by Phil Haskins of PFH Productions. It features guided tours, which are downloadable in audio format and a good history section with articles by Nick Evans, Robb Robinson and others.

### **Skidby**

Every day 10am – 5pm - **Skidby Windmill and Museum of East Riding Rural Life**, Skidby open each day 10am-5pm – admission adults £1.50, children 50p, OAPS 80p

### **Sutton**

Every Friday 10am – 2pm – **The Sutton Exhibition Room and Resource Centre** - History of Sutton village exhibition – Sutton C of E Educational Resource Centre, the Old School, Church Street, Sutton 10am – 2pm The Sutton Exhibition Room and Resource Centre open every Friday from 10am until 2pm. Admission free. Coffee and biscuits 50p.

### **Warter**

St James Heritage Centre. The church is maintained by Yorkshire Wolds Buildings Preservation Trust and has links with C H Wilson. The Centre is open dai-

ly from 10am to 4pm. Details of events can be obtained from Rose Horspool, Heritage Project Officer, The Old Chapel, North Dalton, nr Drifffield, YO25 9XI. (01377) 219135  
[roseandrobin@vistaarts.co.uk](mailto:roseandrobin@vistaarts.co.uk)

## **Local History Meetings & Events**

Notices of forthcoming events should be sent to the editor for inclusion in the January Newsletter.

Tuesday 9 September - *Lunchtime Club* - A Load of Old Bollards: the Story of Street Furniture by Chris Mead. Always the 2nd Tuesday of the month, 12.30 – 1.30, at the Lending Library, Central Library, Albion Street, Hull, HU1 3TF. Admission free. Tel: (01482) 616829 for information

17 September - *East Riding Archaeological Society* - Reports Meeting A round up of recent fieldwork in the region. All lectures are held at Hull University, Cottingham Rd, Hull, at 7.30pm in room S1, floor 1 of the Wilberforce Building. Lectures are open to ERAS members and the public (non-members £1.) For more information please contact Rose Nicholson on 07770 470443.

Thursday 18 September - *Hessle Local History Society* - Hessle in the Seventeenth Century, Michael Free. All meetings take place in the Town Hall on the third Thursday of each month

at 7.15pm. Contact Keith Hare (01482) 645282

Thursday 25 September - *Georgian Society for E. Yorks* - Bramham House and Park - guided tour of house.

Saturday 11 October - *Georgian Society for E. Yorks* - Beverley - visit to a number of buildings not generally open to the public (details tbc).

Monday 13 October - *Hull Civic Society* - From the River Hull to the Ends of the Earth, Dr Robb Robinson. Meetings are held at 7.30pm at the Quality Hotel Royal, Ferensway. Contact Ken Baker (01482) 224767 kbaker@goodwin-centre.org

Tuesday 14 October - *Lunchtime Club* - Margaret Moxon Kissling – From Hull to Auckland via Freetown by Judith Anderson

15 October - *East Riding Archaeological Society* - Vicki Score - (ULAS) Ritual Hoards and Helmets

15 October - *Furnishing the Medieval Home* - Tutor: Louise Wheatley. Using a selection of York-based primary sources, the class will examine furniture, soft furnishings, utensils and equipment in the medieval home. Ten Wednesdays 7pm-9pm from 15 October 2008 at University of York. Enquiries: University of York Centre for Lifelong Learning, Heslington, York YO10 5DD, telephone 01904 434620, web [www.york.ac.uk/inst/cce/](http://www.york.ac.uk/inst/cce/).

Thursday 16 October - *Hessle Local History Society* - Popular Music in Hessle, Hilary Blackmore

18 October - *Beverley Local History Book Fair* - 10am to 4pm in Beverley Minster. Free admission. Includes up to thirty organisations, booksellers and publishers with an interest in all aspects of local history. Enquiries: 01482 392788.

18 October - *York Archaeology and History Fair* - At the Guildhall, York. Displays from local societies, community groups and specialist booksellers. Free admission. Enquiries: York Archaeological Trust, telephone 01904 663000.

Tuesday 11 November - *Lunchtime Club* - Flight of Disaster: the R38 Crash by Michele Beadle

19 November - *East Riding Archaeological Society* - Dr Kevin Leahy Interrupting the Pots: Cleatham Anglo-Saxon Cemetery

Thursday 20 November - *Hessle Local History Society* - Seven Years in Old New Zealand, Keith Hare

Friday 5 December - *A Walk around Barton in the late 17th Century* - Tutor: Geoffrey Bryant. Using surviving probate inventories we shall explore houses of labourers, yeomen and the gentry to see how big they were and how they were furnished. 7.30pm-9pm, at St. Marys Church Hall, Barton-upon-Humber, South Humberside. Enquiries: WEA Yorkshire and Humber Region

Tuesday 9 December - *Lunchtime Club* - Question Time Panel of Local and Family History Experts Followed by "say goodbye to the Local Studies Library" – a party to celebrate our 45 years in the Central Library and a look at our future home.

17 December - East Riding Archaeological Society -Dr Peter Wilson - (EH) Cawthorn Camps: Beyond Camps and "Officer's dug outs"

21 January 2009 - *East Riding Archaeological Society* -Dr Nicky Milner - University of York Star Carr

18 February 2009 - *East Riding Archaeological Society* -Brendon Wilkins - (Headland Archaeology) Known knowns, known unknowns and unknown unknowns: Rumsfeldian archaeology on the Irish road schemes.

18 March - *East Riding Archaeological Society* -Dr James Gerrard - (Pre Construct Archaeology) Excavations at Drapers Gardens, City of London

15 April - *East Riding Archaeological Society* -AGM followed by Lisa Staves (PAS) Romanesque metal work in Lincolnshire

Thursday 21 May 2009 - *Hessle Local History Society* - The Humber Part 1, Keith Hare

Thursday 16 July 2009 - *Hessle Local History Society* - Personal Exchange of Information

Thursday 20 August 2009 - *Hessle Local History Society* - Maps of Hessle, Pat Howlett

Thursday 17 September 2009 - *Hessle Local History Society* - The Humber Part 2, Keith Hare

