

# HULL CIVIC SOCIETY NEWSLETTER

March 2021



## **Murdoch's Connection**

All photographs are by J.D. Scotney, unless otherwise stated.

*In this issue: Alderman John Stanley; Mr. & Mrs. Nielsen; A.G.M. & Programme; Heritage Open Days; Subscriptions; Marfleet, Hull's forgotten "village within a city"; Hull merchants and Kant's philosophy; Rank's Windmill; Pearson Park Walk, Part 1; Flood Defences; Planning & Buildings; Committee changes; Officers & Committee; Membership form.*

[www.hullcivicsoc.info](http://www.hullcivicsoc.info)

### **Alderman John Stanley**

We were very sorry to learn of the death of Alderman John Stanley, in October 2020.

He was first elected to Hull City Council as a Labour councillor in 1972, and became Lord Mayor in 1989. He served as a councillor until 2003 and was made an Honorary Alderman, continuing to attend full council meetings. He also helped with the vote-counting for local and general elections.

In his professional life, he worked as an electrician at Reckitt's and as Deputy Housing Manager at the Housemartin Housing Association.

At Hull Civic Society, however, we shall always remember him as a regular and loyal member, sitting on the front row with Anne, his wife, at all our monthly meetings in the Royal Hotel. We miss him, too, as a good friend.

John Scotney, Chairman, on behalf of Hull Civic Society Committee.

### **Mr & Mrs Nielsen - an Apology from the Editor**

In the September edition of the Hull Civic Society Newsletter, I inadvertently spelt the surname of the late Mr and Mrs Nielsen incorrectly and would like to offer my apologies to their family. – Editor.

### **AGM and Programme**

Even with the progress of vaccination and lockdown-easing, the next few months are still clouded by uncertainty, so we have not yet set dates for this year's activities or meetings, though ideas are being discussed. The committee have decided that the Annual General Meeting, which we hoped could take place this April, will again be postponed. Meanwhile, we will keep you informed of events through the usual channels.

### **June/July Newsletter**

Please submit all material for the June/July Newsletter by 31st May.

## **HERITAGE OPEN DAYS**

On 8<sup>th</sup> March, 2021 John Netherwood announced that he had concluded an agreement with Hull City Council for a new arrangement by which he and Christine would organise Heritage Open Days completely independently from Hull Civic Society. Hull City Council will still provide financial support and Hull Bid will carry out the basic accounting services for the project.

John & Christine have organized the Heritage Open Days Programme since 2014, accessing sponsorship from local businesses, engaging speakers and tour guides and negotiating with local firms to open their premises to the public. They have built on the progressive development of an event that began in 1981 as Open House, organized on a voluntary basis by various Civic Society members. HODs was developed to new heights by Phil Haskins of PFH Productions, as a professional contractor from 2009 to 2013. From 2014 John and Christine built on Phil Haskins' success, widening its scope and, from 2017, working with Beverley Civic Society to reach beyond Hull & district. The Agreement between Hull Civic Society and John Netherwood specified that all expenditure for the event, his fee as HODs organiser and a donation to Hull Civic Society would be funded entirely through sponsorship.

We thank John and Christine for all their work since 2014 and wish them well for the future of their new Heritage Open Days arrangements.

John Scotney, on behalf of the Committee.

### **Subscriptions - a gentle reminder**

Annual subscriptions to Hull Civic Society are due on 1st January. The Society is, as you know, run entirely by volunteers and members' subscriptions are our only source of income. Like all organisations, the Covid-19 pandemic has deprived us of all our planned activities and meetings, but we have continued to produce the Newsletter and have

introduced the monthly email-based "Update Bulletin". While we have saved on room-hire for meetings, we still have ongoing costs for Insurance, Accountants' charges and postage.

Thank you to those members who have renewed their subscriptions in 2020 and 2021. In previous years, some members have paid their annual subs in person at the AGM or other meetings, but this routine has been broken by the pandemic, with the result that some members have not paid since 2019. Many members pay by standing order, which is a great help, but unfortunately a small number of standing orders are for an out-of-date amount, so please check that your standing order is for £15 (individual) or £24 (two people living at the same address). We hope you want to renew your membership so that, when Covid restrictions are at last over, Hull Civic Society will be able to re-start the activities and talks we all enjoy.

John Scotney, Chairman

## **MARFLEET – Hull's Forgotten "Village within a City"**

### **Part 1-Early Memories and Visits recalled**

It is many years since I first experienced a cycle ride to Marfleet. From my home near to Holderness Road, it was only 1.5 miles to the road bridge (as "Flyovers" were called then), over the Hull to Withernsea Railway, and for a little extra pedal-power it was possible to reach Corporation Road (2.4 miles) giving views of docks, ships, the River Humber and Saltend Refinery.

Marfleet, originally a small hamlet, lay by the bank of the Humber, almost two and a half miles from the River Hull. Covering 1,285 acres it was separated from Drypool by the River Wilflete (later Holderness Drain), to the north by the "Marfleet Old Drain," and from Preston, to the west, by "Old Fleet Drain". Consequently, the name "Mar" meaning a Mere, and "Fleet", a stream, is quite appropriate.

Although a Church was first recorded in 1217, by the mid-18th century, only 22 families lived there, a small settlement having sprung up to the south and west of the Church. However, the Hedon Turnpike Road (opened

in 1833) was still 80 years away, and the only route was the tortuous field lane which ran from the Holderness Road.

Quite separate from Hull in all respects, this rural settlement with a church, small school, a Manor House, and a Common, used for grazing was little more than a collection of farms.

Absorbed into expanding Hull in 1882, the spread of industry began with JH Fenner's leather belt works in 1893, which saw streets being laid out and homes built for both the company's workers, and other often "Port Related" workers. A parade of shops at the corner of Hedon Road and Back Lane (later Marfleet Ave.) and strategically placed "corner shops" had also appeared by 1912. A Post Office was opened in 1912, and of course in 1914, the huge King George Dock, - the city's largest, had opened.



Marfleet: left – dockers' union gathering in the "village centre"; right – the station.

(As an aside, the "village" had also gained a railway station in 1854 as part of the new "Hull & Holderness Railway", linking Hull to Withemsea.)

As a child I can clearly remember standing on the Rail bridge, which had replaced a level-crossing in 1932, and seeing the regular "white plumes of smoke" advancing on the regular steam train service from Hull to the coast (Hull's city centre being only 18 minutes ride away). My other interest in Marfleet was that next to this bridge was a new factory for the timber importer and flooring manufacturer for whom my father worked. This was to replace obsolete premises in Dansom lane, and I was often taken to see the site taking shape, before its 1954 opening (no health and safety rules in those days.)

Much development was also going on in the area, as Hull's post-war regeneration had begun. The city's 1951 "Development Plan" had recognised the need for industries to have "High regard for the appearance of their premises", and locate them so that many workers had a short distance to travel, and could "Go home for lunch!".

Soon Hedon Road saw a large surge of industrial building on the north side. In

1947, Humbrol Ltd, the paint and adhesive factory (known to



child model makers everywhere) relocated from its blitzed site on Myton St / Castle St., joining the British Cod Liver Oil Producers,

Humbrol Ltd. factory

later renamed The Marfleet Refining Company (later Seven Seas Healthcare), who had built its splendid cream-coloured "art-deco" factory in 1934. This was on a green field site and included a refinery "Capable of producing one-third of the world's output of cod liver oil."



British Cod Liver Oils refining plant, factory & administration offices in Marfleet.  
Left : Exterior view; Right: Part of the modern hermetic refining installation



Just beyond this was another "State of the Art", factory, and a new industry for Hull. This was Imperial Typewriters Ltd (opened in 1954) with a 120,000 sq. ft. factory on a 39 acre site, offering "thousands of jobs" and opening up a "new chapter" in the History of this city."

Above: Imperial Typewriters, Ltd.  
Below: Priestman Brothers Ltd's new works, with King George Dock beyond.

Even noted Hull engineers -Priestman Brothers Limited were re-locating to Marfleet. Established in East Hull in 1870, they had left their "outmoded" works in Thomas Street, moving in



1958 to a 54 acre site opposite King George Dock, wherefrom its "World Renowned Cranes and Excavators" could be exported to "Over 60 countries all around the world".

But the area still had a rural feel with farm buildings, the church, and even, opposite the station, there was the 150 year old former dairy farm of "Holmleigh", famous as Partington's. Mr John Partington was a trainer, breeder and exporter of Hackney horses, huge heavy animals such as those used to pull state carriages, wagons etc. His famous Marfleet Hackney Stud established in 1921 continued until his death in 1964. I can recall the large stable block and huge horses being groomed. I understand that they were trained on the quiet lanes around Marfleet, but perhaps this was before my time!

Of course, the Port of Hull and King George Dock were thriving too. In 1959 Hull re-gained its coveted position as the "UK's Third port" and generally Britain at the time "Had never had it so good".

Giant woolsheds could be seen towards the Dock - over 30% of the UK's wool came through the port. A £4.75 million improvement scheme (£97.6 million in today's money) to enlarge the huge grain silo, visible from Hedon Road, by 50% (to hold 60,000 tons), and further new cranage and huge transit sheds, led to Hull keeping its position as one of the UK's major cereal ports (handling about 10% of the UK's imports), and Hull was also the UK's second largest timber port, with over 80 firms engaged in handling hardwood, softwood and pit-props.

Visitors to the docks could see huge number of cars, vans and tractors all lined up for export (part of the UK's "Export or Die "philosophy after the war). Famous names such as Austin, Morris, Jaguar etc. led to an



St. Giles Church, Marfleet.



annual "throughput" of around 60,000 vehicles per annum, helping to maintain our huge car, tractor and commercial vehicle industry.

I can well recall the sight of one large vessel after another coming to the lock-gates at high tide, with other smaller vessels such as colliers passing towards nearby Alexandra Dock, and other vessels to the Town and Western Docks. These in my mind were "real ships". With no disrespect to the Fishing Industry, there was so much more to the port than just fishing. I always thought that Hull somewhat "undersold" itself with its sleepy "fishing village" image.

These huge consignments of freight were moved around the city by not only lorries but barges and river craft too. For most of the day endless movements of railway wagons could be seen around the docks, in many cases coal exports from our great northern coal-fields, then returning with pit props to enable more of "England's Fine Coal" to be extracted. There were petroleum and chemical trains, too, from Saltend, passing through King George Dock.

On the way back from the dock, I recall passing under the busy Hedon Road railway bridge, busy with endless wagon movements from King George Dock to the vast marshalling yards. Here a cleverly placed advertisement on this bridge for many years proudly proclaimed that "Priestman's are a mile ahead" and, actually, their new Hedon Road factory was just that distance!

Yes, a visit to Marfleet was certainly fascinating, and while a lot of its rural character had survived into the 50's and 60's, the march of progress was bound to erode more and more. However, memories cannot be eroded. Marfleet was an important part of the "The Port of Hull", which in turn was then Britain's Third Port, and a vibrant Maritime City, even though clouds by then were on the horizon.

However, this is part of Hull's story, not that of Marfleet. Therefore, I will return to "Hull's Forgotten Village in a City" in Part 2 of my article.

Colin Cooper  
14<sup>th</sup> January 2021

## John Green and Robert Motherby: Hull Merchants and Kant's Philosophy

This is an intriguing account how Yorkshire's medieval trade links with the Baltic created a lasting network, not only for businesses and trade, but also for cross-cultural cooperation.

The story begins in the former German city of Königsberg, now called Kaliningrad and in a detached enclave of Russia.



Hull's most important trade has always been in the North Sea and the Baltic. Königsberg, now called Kaliningrad, lies east of Gdansk and north of Warsaw in a detached enclave of Russia, between Lithuania and Poland (Map from the Hutchinson World Atlas 1999)

The town was granted a charter in 1255 by the Teutonic Order, who conquered a fortified castle of the indigenous Prussians. From 1312 it was the most important military base of the Order. From 1331 to 1394, English knights fought alongside the Order in the Northern Crusades. After the Treaty of Krakow in 1525, Königsberg became the capital city of the secular dukedom of Prussia (later called East Prussia - a province of the Kingdom of Prussia). It was an important port and member of the Hanseatic League with a large, diverse merchant community, which included English wholesalers as well as Scottish retail traders. There is frequent mention of many English citizens from the East Coast, including King's Lynn, Norwich, Hull, York and Beverley, among others. Many merchants took their families and settled in towns within the territory

governed by the Order. Trading had its origins in the large-scale production of English cloth in the middle of the 14th century. It continued after the Hanseatic League lost its Baltic hegemony to Dutch and English merchants in the 17th and 18th centuries.

Albertina, the university of Königsberg (now called Kant University) was founded in 1544 by Duke Albert of Brandenburg, who left his position as Grand Master of the Teutonic Order and converted to Lutheranism. As the first Protestant university, it quickly became a focus for liberal and forward-thinking academics.

During the 18th century, its most famous professor was the philosopher Immanuel Kant. Immanuel Kant (1724 – 1804) was born in Königsberg, son of a harness maker. He never married and rarely left his home town. As a professor of philosophy, he became one of the central Enlightenment thinkers. His ground-breaking work and writings have made him one of the most influential figures in modern Western philosophy. Kant published many important works on ethics, religion, law, aesthetics, and astronomy.

He was sociable and likeable and chose his friends from people who could increase his knowledge of the world and awareness. He particularly enjoyed the company of wealthy merchants, including English and French business people. One of them was the very wealthy grain merchant Jean Claude Toussaint (who married Catherine Fraissinet from Königsberg) a Huguenot (French Protestant) from Magdeburg.



Kant  
and his  
friends

One of Kant's friends, Joseph Green (1727- 1786), was born in Hull and settled in Königsberg. He traded in grains, coal, herring and manufactured goods. He never married. Around 1764 Green met Kant and became a close member of his circle of friends and his best friend. Kant often went to Green's house, which was built in English style in a leafy suburb. Green and Kant shared a deep appreciation of the ideas of David Hume and Jean-Jacques Rousseau. In addition, Green could provide a perspective on the outside world that was helpful to Kant. Meeting on a regular basis, Kant discussed his work with him, including every sentence of his most famous work 'Critique of Pure Reason'.

Kant also entrusted Green with his money. As a professor and later director of the university, his salary was rather modest. Green invested Kant's savings wisely and made him a wealthy man.

Green's sense of order and resulting pedantic punctuality inspired one of the friends, Theodor Gottlieb von Hippel to write the comedy: 'Der Mann nach der Uhr'. (The Pedantic Timekeeper). Green was highly educated and an excellent scholar of the works of David Hume.

After Green's death in 1786, Kant was so deeply affected, that he gave up his evening dinners with friends

Robert Motherby, another long-time friend of Immanuel Kant, was born on 23rd Dec. 1736 in Hull. He had four brothers and three sisters. His father George (b. 20th Dec. 1688) married Anne Hotham (died 1748). Their son Robert probably arrived in Königsberg around 1751 when he was 18 years of age. Through a joint contact in Hull, he was recruited as a young man by Joseph Green, initially as an assistant. Although he spoke little German, he settled easily and became a business partner and eventually took over the firm of Green, Motherby & Co. In 1767 he married Charlotte Toussaint.

They had 11 children. Their first-born, William Motherby, became a famous physician in Berlin. Kant always joined the family for Sunday lunch and played and joked with the children. The marriage certificate of Robert Motherby and Charlotte Toussaint, from the Huguenot Church, clearly states he was from Hull.

Mardi 2<sup>e</sup> Juin 1767. ont été mariés en cham-  
-bre par M<sup>r</sup> le Pasteur Fort, M<sup>r</sup> Robert Motherby,  
Négociant Anglois, natif de Hull, fils de défunt  
George Motherby, natif de Hamilton, & d'Anne  
Statham, native de Wilson; & M<sup>lle</sup> Christine  
Charlotte Toussaint, native de Koenigsberg, fille  
de M<sup>r</sup> Jean Claude Toussaint, Conseiller de Com-  
-merce et Négociant en cette ville, natif de  
Magdebourg, et de défunte Catherine Franck-  
-net, native d'ici.

Above: Marriage at the Huguenot (French Protestant) Church between Robert Motherby, native of Hull, and Christine Charlotte Toussaint, native of Koenigsberg.

Below: Baptism certificate of William, their son, at the French Church in Königsberg. Courtesy of Bill Longbone, Friends of Hull General Cemetery

Mercredi 18 Décembre 1770 a été ba-  
-ptisé dans l'Eglise françoise de Koenigsberg en  
Prusse, par M<sup>r</sup> le Pasteur Fort, Guillaume,  
fils de M<sup>r</sup> Robert Motherby, Négociant  
anglois, natif de Hull, et de Mad<sup>e</sup> Christine  
Charlotte Toussaint son épouse,  
native du dit Koenigsberg. Il a été présenté  
au bapême par M<sup>r</sup> Jean Dubois, Courtier,  
et M<sup>r</sup> Guillaume Louis Rufmann, ses Parrains, F. 12  
et par M<sup>lle</sup> Elionore Goetze, et M<sup>lle</sup> Charlotte Ma-  
-rie Toussaint, sa tante maternelle, ses Mar-  
-reines. L'enfant est né le lundi 9 du même mois  
à 8 heures du



A postcard with the image of the Calvinist church, where these ceremonies took place. It was destroyed in WWII. The British Air Force carried out two bombing raids in Aug 26th/27th and 29th/30th 1944. By courtesy of Bill Longbone

The Town Council named a street in Königsberg, Motherby Strasse. The name was changed by the Soviet government after 1945. Immediately after Kant's death, his friends began to commemorate his birthday on 22nd April with a meal. In 1844, this annual event led to the formation of the 'Society of Kant's Friends' ([www.freunde-kants.com](http://www.freunde-kants.com)). After each meal, they took it in turns to give a talk. Traditional has it that cake is eaten for dessert. Whoever finds a bean in their piece, takes the role of 'Bean King' (an honorary title) for a year. In 2016 Marianne Motherby became Bean Queen. She and her brother, John Motherby, organise the Kant Meals on the 22nd April, to this day in Kaliningrad.

Eva La Pensée January 2021

## FOUND AMONG MY SOUVENIRS- The Rank Windmill Pre-feasibility Study 1985

Many of us have clear memories of the places that they passed through regularly as a child, possibly on the way to school or on journeys to the shops.

A major "landmark" that I recall (as well as the Holderness Road Bus and Trolleybus Depot- my "favourite place" back then) was only a few hundred yards farther along, and this was the former Windmill Tower, Yard, and Cottages at 602 Holderness Road.



Rank's mill 1974 (from *Hull Old and New* by Terence Suthers (EP Publishing 1975))



"Rank's Mill" in 1890 (from *Hull Old and New* – Terence Suthers)

Yes there were other surviving windmills in East Hull, such as on Southcoates Lane (then Mill-house Garage) where Joseph Rank's father at one time worked a mill, not to mention the historic seven floor "Subscription Mill" tower just visible from the Holderness Road/Dansom Lane corner and only demolished in the mid 50's.

Eventually I learned that there had been 11 Windmills visible along Holderness Road in the Mid-19<sup>th</sup> century. However I did not learn until later the significance to the city of the Holderness Road Mill complex as the birthplace in 1854 of Mr. Joseph Rank, whose grandfather lived at and worked the mill, and whose father, James, also a miller, operated the Southcoates Lane mill until the 1860s.

I realised that the mill and adjoining cottages were DOE Listed (Grade 2) in 1971 but they continued to be used for other purposes, milling by wind having ceased, largely due to the efforts of the aforementioned family, by the late 19<sup>th</sup> century.

In the 1950's and 60's the yard was used by Messrs. Mercer & Bowen, Monumental Masons, and the cottages although partly occupied, served



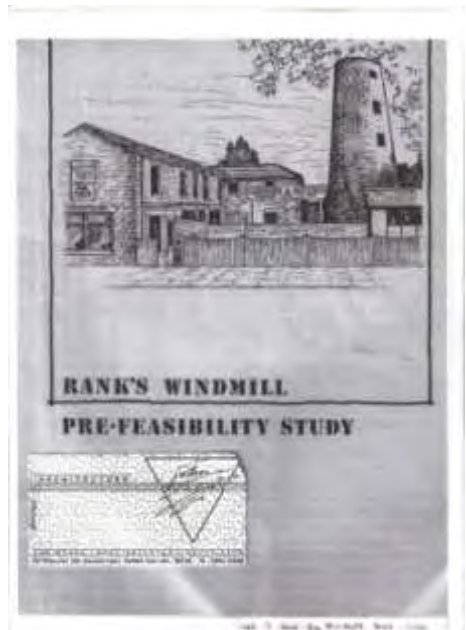
as offices to H Sanderson and Sons, a Coal and Coke merchant. (I even have a memory of visiting their "shop" to pay for some coal - I certainly had an exciting life!!), and the mill tower was used for storage. However times they were a'changing. Historic warehouses, churches, and even banks were being restored and reopened as bars, and restaurants by the late 1970's so why not a historic windmill?

An article in a 1980 Newsletter of the local "Help! Conservation Action" Group stated that "The buildings had great potential for an Industrial Museum, or a fascinating bar or restaurant"

So it came to pass that in 1981, the Civic Society had correspondence with Ranks Hovis McDougall Plc (by then a huge public company, based in Harlow, Essex) and they confirmed that the Mill, contrary to popular belief was not Joseph Rank's original mill, which was demolished several years earlier, but had been the home of Joseph Rank (senior) his grandfather and was Joseph Rank's birthplace in 1854. This was of great historical significance, anyway.

About 4 years later the Civic Society was able to commission a pre-feasibility study, with the help of various grants, into the possibility of restoring the buildings.

The study, carried out by the Society along with "John Planet Architecture", based at Hull Innovation Centre (now Hull Business Centre) in Guildhall Road, produced the feasibility report, long in my possession. It mentioned that the site was owned by Monumental Masons Messrs Mercer & Bowen, who while "presently wishing to retain their trading position" were keen to explore the possibility of refurbishing the historic buildings on the site.



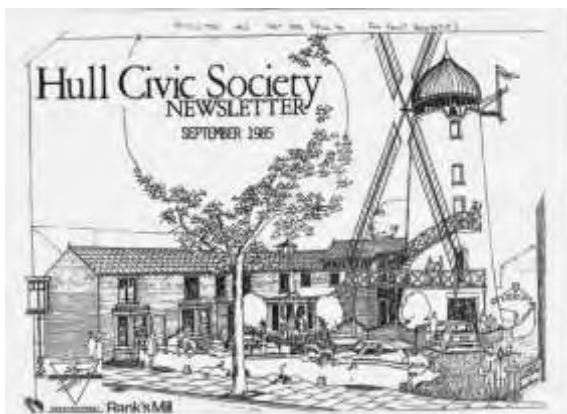
To cut a long story short, the final report acknowledged the historic importance of what was then the "last remainder" of at least 10 mills in the area, and supported the idea of a "Public House, with an associated museum"!. Of course, by 1985, when the study was published, such a radical move did not seem so impossible. However, the report did warn that "The mill tower was in poor condition, and the cottages similar, although they were at least

structurally sound, but with concern regarding the gable walls, etc".

Soon a Brewing Company was interested in converting the buildings into a public house. (A rather fanciful picture of this appeared on the front of the September 1985 Civic Society Newsletter).

However, it was not until 1990 that "The Mill"

public house opened its doors by courtesy of Brewers Mitchell and Butler Ltd., who also saw the great potential of the site. The historic birthplace and the



Above: artist's impression of Rank's Windmill conversion scheme  
Below: The Mill public house in 2013



adjoining cottage was converted into a long narrow bar, the mill yard was re-set with cobbles etc. The mill tower was used for storage, and was later covered with a replica cap, and finally authentic-looking sails were fitted to complete matters.

The mill, built in 1820, and its adjoining cottages (All listed Grade 2 in 1971) at last had a secure future. However time takes its toll on everything and in September 2020, the mill's owners submitted a plan to remove the tower's existing render after it had suffered extensive damage during the heavy storms in February 2020 - gales which it turn had made the structure dangerous. Approved in October 2020, the scheme was to strip back to the original brickwork and re-cover the tower with "refined coal tar", a long-established form of treatment to old towers and agricultural buildings. This was similar to the treatment given to Beverley's listed "Black Mill" (aka Baitsons Mill), on Beverley Westwood, this being a similar former windmill tower. The structure, of similar age (built 1803), was suffering from stability problems plus a need for roof and structural repairs, and was so treated by its owners, East Riding Council, in 2018.

Upon approval the mill tower was encased in scaffolding and sadly, of course, the pub suffered lockdown. At this time, we do not know when work will be completed. However, the mill and cottages, which last year celebrated their bi-centenary, must surely be the oldest buildings on the entire length of Holderness Road. In an area with few listed buildings, it is good to see one "future-proofed" for many years to come.

I often come across the Civic Society-commissioned feasibility study and wonder if indeed that was the "catalyst" which brought about the rescue and restoration of these unique survivors.

This action, after all, secured the birthplace of Joseph Rank, a pioneering industrialist whose foresight and vision led to such great advances in milling. His pioneering methods of manufacture and distribution led to his business, founded in 1875, soon becoming the world's largest flour milling company. His inventiveness, which saw mechanised roller grinding replace the antiquated windmills, did much to provide cheap flour and bread to feed our nation, and his company, Rank's, sadly now no longer in Hull, was a major employer in Hull for over a century. Despite all this he remained also a major public benefactor.

To conclude, it is great to see this important part of Hull's industrial heritage being conserved. Perhaps, one day, a small museum could be added as envisaged originally - who knows? After all, it could all have been so easily swept away- could it not?

Colin Cooper (Jan 2021)

## Pearson Park Walk, Part 1



East Gate and East Lodge in 2021

**East Gate** – 1863 Young & Pool of Hull, restored 2019 by Lost Art of Ormskirk.

**1. East Lodge.** 1863, architect, R.G. Smith, first tenant: George Pearson, gardener. Listed Grade II in 1994. In 2020-21 converted into offices and a meeting room, with a community Healthy Living Garden.

**2 & 3 (originally 1 & 2 Leicester Cottages)**, built by Thorley & Ward (plan 12/4/1869; *even in the 19<sup>th</sup> century plans for new buildings had to be approved by Hull Corporation's Board of Health*).

**2** First owner: William Burkinshaw, accountant (Carlill & Burkinshaw, 1, Parliament Street). 2nd occupant Henry Saxelby, solicitor 1882, 1885, 1899 (frequently prosecutor for the Board of Trade). He died in 1910 and his widow lived here until her death in 1931.

**3** First owner Sir Henry Cooper, Fellow Royal College of Physicians, J. P.



Physician to the Infirmary from 1845 to 1874 (succeeding Dr. John Alderson). Mayor when the Queen visited in 1854 and again in 1855 and subsequently knighted. First chairman of the School Board (1870's)

**4 (Pearson Park Flats 1-9)** built in the 1980s or 1990s *on the site of the original 4 & 5 (demolished).*

**6 & 7 (Originally 1 & 2 Albert Villas)** (plan 8/11/1869, building finished after 1871)

**6** (1 Albert Villas, later Sunnyside) Owned in 1874 by Sidney Earle, corn merchant, Danish Buildings, 45, High Street. His widow, Helen, continued to live here until her death. In the 1911 census it was occupied by Fred Craft, a general draper.



**7 - modern rebuild 1993** – four, later five flats *on the site of 2 Albert Villas, (Grove House), demolished 1993, owned & occupied 1874-1885 by William Peasgood, dry-salters, oil merchants and refiners, 167 High St*



**8 & 9, Linden House and Belmont House**, (plan 5/3/1878) both built by Storry & Jagger

**8** (Linden House) first owned by Robert Storry of Storry & Jagger, Park Rd. When Robert Storry died in 1891, it was renamed “Whinnyroyd”.

**9** (Belmont House) first owner John Hollins, Accountant. Sold in 1885 to William Cowie, Principal Officer for the Board of Trade in Hull. In 1899 he was promoted to Principal Officer for the Board of Trade for N.E. Scotland and left Hull. By 1901, owned by Matthew Stirling, locomotive engineer, who later moved to Malvern House.

\* **Henson Villas**– three blocks of 2-storey council flats, built about 1953 stand on the site of two houses destroyed by bombing in 1941:



\***10 (Malvern House)** (plan 28.2. 1861), built by Pearson & Fewster. First owned by Benjamin Boulter, surgeon, of Great Union Street, town councillor and gentleman (died 1867). From 1871 owned by Foster (Dicky) Earle, owner of Earle's Cement, Census returns list only servants, as Earle spent the winters in the south of France. It was put on the market in 1896 but did not sell. In August 1897 it was auctioned but still did not sell. Foster Earle died in September 1897. In 1907 Malvern House was again up for auction but was sold privately to Matthew Stirling. It was for sale again in 1931 after the death of Mrs. Stirling. Destroyed by enemy bombing in March 1941.

I have no photograph, but the house is described in two sale notices.

FOR SALE, MALVERN HOUSE, The Park, the residence of Foster Earle, Esq.; containing three reception-rooms, eight bedrooms, two bath-rooms, three w.c.'s, butler's pantry, and excellent kitchen, scullery, washhouse, &c., large garden and glass houses, carriage house, and stabling for three horses.—For leave to view and further particulars apply to Messrs Smith, Bredrick, and Lowther, Architects, York Chambers, 77, Lowgate, Hull.

**MALVERN HOUSE,  
THE PARK, HULL.**

**LOT 1.**—A well-arranged and handsomely-decorated Freehold RESIDENCE, containing a large Dining-room and a Drawing-room of noble proportions, with Parquet Floor (both rooms opening into a Conservatory), also a Library, and large Hall with Tesselated Pavement.

On the upper floors are about 10 Rooms (one fitted with Bath), and Bathroom, and there are most extensive and complete Domestic Offices, including two Kitchens, Scullery, Laundry, and Cellars. The Grounds are charmingly laid out, and include a Tennis Lawn, and there are four excellent Glass Houses, a Potting House, Summer House, and Poultry Run. The House is in perfect condition throughout, and fitted with Statuary Marble, and other choice Mantels and Linerusta Wall Decorations. It occupies a pleasant position in the Park, and although within easy walking distance of the centre of the city, enjoys all the advantages of a country residence.

The total quantity of Land (including the carriage road at the back) is about 2,740 square yards, and the frontage to the Park is about 144 feet.

**LOT 2.**—The STABLES, in Park-lane (behind the residence), comprising accommodation for three Horses and three Carriages, Harness-room, Hay and Corn-chambers, and Man's Room. Area of land about 123 square yards.

Application from bona-fide buyers to view must be made by letter only to the Auctioneers.

M. EASTON and SON

*\*14 (Lyne Villa / The Limes / Mount Attere / Montataire) (plan 4/11/1861), built by Thomas Clarkson; architects: Bellamy & Hardy of Lincoln. Owned by Richard Markinfield Kirkby, a retired grocer, and then his widow from 1881 till the 1890s. Destroyed by bombing in 1941.*

**15 & 16 Thornwick and Elmwood** (Plan 11/9/1908) for Herbert Bignold, but not shown in the 1910 directory

**15 (Thornwick)** owned by Frederick Craft in 1914.

**16 (Elmwood)** owned by Robert Raines, surgeon, in 1911.



**17 & 18 Kingston Villas** (plan, 16/3/1868) surveyor: J. F. Sharp.

**17 (1 Kingston Villas)** – first owned by John Leonard, cattle dealer & master butcher, 19, Lowgate (noted for his Christmas displays). The house was sold in 1894 for £1,210.



**18 (2 Kingston Villas)** first owned by Edward Headley Witty, accounts clerk, Local Board of Health. By 1881, he was Borough Treasurer. He died in 1884. His son, Joseph Fowler Witty (born 1859), commercial traveller in paint. lived here in 1892. In 1893 he moved to Middlesbrough.

----- *Park Road*

**19. Keysell Villa. (now Pearson Park Police Station)** Built 1861/2

designed by William Reeves for Charles Stuart Eccles, commission agent, 63, High Street. This was the first house built in Pearson Park. Eccles, born 1826 in Wakefield, was the son of a wool-stapler. By 1851 he was a tea dealer and had a shop in



Waterworks Street. By 1871 he was a commission agent, (at 63 High St). He married Sarah Pratchett Keysell. They had 3 daughters and one son (born 1873) but Sarah died in 1874. Eccles was elected a councillor in 1858 (proposed by Pearson). In 1909 he moved to Ripon but died shortly after the move.

**20 (Carlton House, later Daulton House)** (plan 13/3/1862) 1862-63 in Italianate style, surveyor J.F. Sharp, architect William Reeves. First owner Philip Dannatt, born 1824, a man of independent means, son of Edward Dannatt, ship owner. His father died in 1854 leaving his son





with about £500,000. In 1867 he was the victim of a burglary. He died in Scarborough 1893. Sold in 1880 to James Henry Walker, another man of independent means, who died in 1890. His widow continued to live here. The house is now divided into:

**20 Masjid Jamie (mosque)**

**20A Daulton House**, named after a later inhabitant in the 1920's.

**21 & 22 Linden Villas** (plan 12/5/1870), architect R. G. Smith built by Thomas Goates for William Bainton

**21 (1 Linden Villas, 21a "St Botolphs" in 1910)** first owned by J. H. Nicholl, then John D Holmes, timber merchant, wood broker and J.P. 1882



**22 (2 Linden Villas)**—(21B/22 Brooklands in 1910), owned by J. Booth.

**The Parade (nos 20-1 consecutive)**, 1970s town houses.

The Parade was built on the site of 23, to 28 Pearson Park (all demolished).

**\*23 Linden House:** (plan 30/4/1866) Built in 1872 by Thomas Goats, architect R.G. Smith. First occupant William Bainton, retired hotel keeper. He had managed various inns,



including the Royal Oak in Spencer St., the Unicorn Dram Shop and, finally, the Vittoria Hotel in Queen St. He retired in 1871, but by 1891 he was manager of the Imperial Hotel, Paragon St. and lived there. In 1891 William Franklin, manager of the Public Benefit Boot Company, was tenant of Linden House. In 1896 he donated a large ornamental birdcage for the aviary in the Park. Later tenants included George Clark, ship owner, and Wm Richardson in 1899.

**\*24. Southside** (plan 10/4/1871) architect: Reeves, built by 1874, owned by William Freeborough, wine merchant, later by John Thorney, solicitor and coroner, then by Philip Thos Judge JP in 1914.

*\*25 The Manse / Park House (plan 11/8/1873) Owned by the Presbyterian Church of England. The Rev. William Mackay, Minister between 1876 and 1885, Rev J.G. Train lived there in 1914.*

*\*26 Willersley House (plan 16/6/1874), architect: William Reeves. Owned in 1882 by Henry A. Johnson, colour, varnish, oil and paint manufacturer. From 1897-1905 owned by Joseph Rank, miller, then by his eldest son, James Voase Rank,*

*\* In 1914-15. These houses were incorporated into the French Convent School. The main building and convent chapel on Park Road - built 1907 closed 1972, and was demolished 1975). The Convent of the Canonesses Regular of St Augustine (Rev Mother Superior Mme Maillon) moved to Hull from Versailles when religious orders were expelled from France in 1904. Some of the nuns are buried in Hull General Cemetery.*

**27-28 built after 1927**

### **29-30 Lake View Manor Residential Home**

(plan 17.8.1891), built by John Hancock,

**29 (Stella Maris)** in 1899 lived in by Percy Bantoft, cake merchant, 61, High Street.

**30 (Saxby House)** - in 1899 lived in by A. Hole

**31-32** (plan 3/8/1892), architects: Wellsted & Easton, built for William Wellsted by John Hancock, 38, Waterloo Street.

**31 (North Lynn)** Home of Charles Henry Gore, the first headmaster of Hymers College, when it opened in 1893. He was a brilliant mathematician and also a great lover of music. His widow stayed on here after his death. In the 1950s Percy Craven, Managing Director of J.T. Scotney Ltd and his wife Amelia (Millie) lived here.

**32 (Carisbrooke)** owned by William Wellsted "High Windows" in Philip Larkin's poem refers to the 2nd floor flat here, where Larkin lived for many years.



**33-34** by John Hancock (plan March 1893).

**33 (Ellerby)** owned by R. M. Collingham in 1899

**34 (Hazeldene)** occupied by J. Brown in 1899. This house became home to Basque refugee children, cared for by volunteers, during the Spanish Civil War (1936-39).



**35 (Rosemont)** (plan 4.2.1891), architect and surveyor J. W. L. Whitfield. Owned by Mrs Hyde. Now a care home.



### **West Lodge**

1861-62 Originally single storey, upper floor added by Smith & Brodrick in 1880s.

***This walk is based on extensive research by Geoff Percival, one of our members.***

***To be continued*** - Editor



### **Humber: Hull Frontage (HHF) Flood Defence Improvement Scheme**

In March, we received the Environment Agency's Newsletter, which announced: *The improved flood defences have been constructed to the required height and are now functional, reducing tidal flood risk to 113,000 properties in Hull. This £42 million scheme covers approximately 7km of the frontage and has upgraded tidal flood defences at St Andrew's Quay Retail Park, St Andrew's Dock, William Wright Dock, Albert Dock, Island Wharf & Humber Dock Basin, Victoria Pier and Victoria Dock Village. Over the next few months, the team will continue to work on completing the final elements of the scheme. Work is ongoing at Victoria Pier and some other locations across the scheme and will continue over the next few months to complete the final elements of the scheme. This will include reinstatement, landscaping and planting works, which will allow the remaining areas and footpaths to be re-opened to the public.*

You can find out more information about the scheme by visiting their website:

<https://consult.environment-agency.gov.uk/yorkshire/humber-hull-frontages/>

Or by joining their mailing list to receive regular updates, by emailing

[humberhullfrontage@environment-agency.gov.uk](mailto:humberhullfrontage@environment-agency.gov.uk)

## **Planning and Buildings April 2021**

### Old Town

Most of Nelson St is still closed as a compound for flood defence work.

- Queen St, the extension of the Digital Hub (C4DI) is finished and Arco's new HQ (Humber St) with 356-space car park and 34 dwellings is well on the way to completion (observed 6.4.21).
- Blanket Row - housing on the south side and in Horner's Square and Scott's Square (which lead to Humber St) is occupied and the dwellings on the north side are externally complete (observed 6.4.21).
- A63 Castle St: the slope from Market Place to High St is still being reconstructed ready for closure of the pedestrian crossing across Castle St.
- Murdoch's Connection – the footbridge across the A63 at the Marina – opened on the last weekend of February. It is easily accessible, spacious and provides splendid views of Princes Dock and the Marina. A useful and elegant feature that Hull can be proud of!
- the listed Earl de Grey pub, closed since 2007, has been dismantled and will be rebuilt facing onto Waterhouse Lane.

There have been numerous applications in the Old Town for residential conversions: 10 Nelson St (Ceruttis) approved in w/c 21.9.20, 41 High St (Crowle House) approved in w/c 23.11.20, 6 Posterngate, approved in w/c 7.9.20, 21 Parliament St, approved on 26.11.20, Middleton Chambers and the associated 14 Bishop Lane (18<sup>th</sup> Century) approved in w/c 4.1.21. An application in w/c 22.2.21 was to convert 12-13 Bishop Lane (dating from the 1720s) back into individual houses.

In w/c 14.9.20 approval was granted for an imaginative scheme for the listed former HSBC bank at 55 Whitefriargate (corner of Parliament St), to become a new training centre for the training company, PAGABO.

Work is in progress on the former City Archives at 78 Lowgate to convert it for office use for the City Council, adding a new entrance into a 3-storey extension on Guildhall Rd.

### City Centre

Work is in full swing on the refurbishment of the Maritime Museum as part of the Maritime City Project. The re-design of Queen's Gardens has begun with the sad sight of tree-felling on Guildhall Rd, necessary, we are told, because of the effect their roots are having on the retaining walls.

Plans for planting are include in the scheme, but it will be some years before the new trees mature. The visitor trail leads through Queen's Gardens to the former "North End Shipyard", former entrance to Queen's Dock, which will become the permanent berth of the Arctic Corsair.

By February, transformation of Queen's Gardens Police Station into the Glasshouse apartments was complete. Nearby, on George St, October brought demolition of Valbon, the night club in the prominent neo-Georgian Queen's Hotel. Work is still in progress on Hammonds, where new window frames have been installed, in the conversion of the upper floors to commercial uses and the ground floor and basement into a food hall.

This year has brought losses and potential gains to Ferensway. Our local Debenhams department store has closed (together with others around the country), while next door, on the land bounded by Ferensway, North St, Prospect St and Spencer St an application was submitted in w/c 22.2.21 for a striking mixed use development with two tower blocks. on the site of Shirethorn Centre (formerly Bladon's department store), which would be demolished, together with the disused Circus-Circus pub on Spencer St.



## East

An extension of Kingswood Academy was approved in w/c 25.1.21. At Holderness House, Holderness Rd (home to T.R. Ferens until 1930), permission was granted in w/c 2.11.20 for the coach house to become 7 one-bed flats and for erection of 8 new bungalows in the grounds, next to Laburnum Ave. At The Mill pub, work has started to replace the render on the windmill with more modern protective paint (observed 9.4.21). 242 new dwellings were approved in w/c 18.1.21 for land on the south side of Preston Rd.

Permission was granted on 24.12.20 for Sutton House, Kingfisher Close, Sutton, to be converted from a care home to 18 flats.



### West

Permission was granted in w/c 28.9.20 for a new building at the main entrance of Hull Royal Infirmary - the Allam Diabetes Centre, now under construction.

### North

Refurbishment of Beverley Rd Baths was still in progress in early April. Many properties and boundaries are being improved through the Lottery-funded Beverley Rd Townscape Heritage Scheme, which is progressing at a pace dictated by property owners' applications.

## **Committee Changes**

Peter Shipp (formerly Chairman of East Yorkshire Motor Services) has been a long-standing member and supporter of Hull Civic Society and in 2019 he agreed to become our President, a position that had been vacant for a number of years. Sadly, he decided to step down in October 2020. We would like to record our thanks, both for his hands-on interest during his Presidency, his loyal support of the Civic Society over many years and the environmental contribution that EYMS has made as a bus operator to Hull and the East Riding. We wish him well.

We were sorry when three committee members resigned during the autumn of 2020: David Ostler, Sally Walker and Pete Lowden. All three have been Trustees since 2019 and the Society has benefited from their hard work and ideas. Fortunately, David still contributes ideas on planning applications and listing, Sally is still a member of the Conservation Areas Advisory Committee (as one of the two representatives of Avenues & Pearson Park Residents' Association) and Pete Lowden is still active in the Friends of Hull General Cemetery. We thank them all for their period of service on the Civic Society committee.

Cynthia Fowler, Hilary Blackstock, Malcolm Sharman and John Netherwood continue to make their valuable contribution as trustees to the multi-faceted work of Hull Civic Society.

We also welcome two people who have agreed to be co-opted to the committee: Richard Clarke, who brings his experience of work in Barton Civic Society and Martin Rispin, who brings extensive planning and heritage grant experience from his professional life.

Colin Cooper, who stepped down from the committee in 2014, has continued to assist with planning applications ever since, as well as his many interesting articles for the Newsletter and his contribution to the programme as a speaker and leader of walks.

### **Civic Society Officers and Committee March 2021**

Chairman, Newsletter, Planning	John Scotney 492822 <a href="mailto:john.scotney@talk21.com">john.scotney@talk21.com</a>
Hon. Secretary, Membership & Planning	Cynthia Fowler 377434 <a href="mailto:pinkhouse1@hotmail.co.uk">pinkhouse1@hotmail.co.uk</a>
Heritage Open Days & Projects Director	John Netherwood 653657 <a href="mailto:john.netherwood42@outlook.com">john.netherwood42@outlook.com</a>
Membership	Hilary Blackstock <a href="mailto:hilary.blackstock23@gmail.com">hilary.blackstock23@gmail.com</a>
Representative to YHACS (Yorkshire & Humberside Association)	Malcolm Sharman 561611 <a href="mailto:malcsharman@hotmail.com">malcsharman@hotmail.com</a>

### **Situations Vacant**

Our Constitution allows for a committee of up to 10, plus 4 officers, and we need to fill the vacancies. If you would like to discuss joining the committee, please contact:

Honorary Secretary,

Cynthia Fowler, [pinkhouse1@hotmail.co.uk](mailto:pinkhouse1@hotmail.co.uk) - tel: 01482 377434, or

Chairman,

John Scotney [johnscotney126@gmail.com](mailto:johnscotney126@gmail.com) - tel: 01482 492822.

## Application for membership of HULL CIVIC SOCIETY

Annual Membership: £15.00 individual, £24.00 for two people living at the same address. Please send your subscription to our Honorary Secretary, Cynthia Fowler, 998 Holderness Road, Hull, HU9 4AG

Title \_\_\_ First Name/Initials \_\_\_\_\_

Surname \_\_\_\_\_

Full Address \_\_\_\_\_

\_\_\_\_\_ Postcode \_\_\_\_\_

Tel. \_\_\_\_\_ Email \_\_\_\_\_

The details on this form will be held securely by Hull Civic Society and not shared with any third party. Our Data Protection Policy is on page 31 of this Newsletter. **I consent to Hull Civic Society holding the details on this form (please tick)**

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