



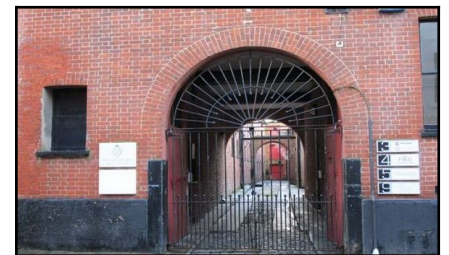
## **Stage Seven – From Scale Lane to the Museum Quarter**

*Takes approximately 20 minutes*



This stage of the walk starts where we left off in Scale Lane and finishes at The Museum Quarter, taking in the old river wharf and 'Little' High Street.

At the corner turn right and see the black and white frontage of **Ye Olde Black Boy Pub** just a little way down. It was first licensed in 1729 and is Hull's oldest surviving pub. It was also one of the favourite haunts of the poet Philip Larkin.



Continue along High Street. Number 151 is the other end of Burnett Avenue, mentioned in Stage 6. On the right you will come to the arched entrance to **Bond 31 Staithe**, built in 1828. A "staithe" or "staithe" is a landing place for cargo. The merchants who lived in High Street built their warehouses between their homes and the river Hull, and these small lanes ran between the warehouses down to the river where goods were loaded and unloaded. Staithe can be spelled with or without a final "e" and you will find both spellings used around Hull's old streets.

Across High Street and next to the Black Boy, set back, is the other entrance to Burnett Avenue, mentioned earlier in Stage 6. This is an example of how in the 19<sup>th</sup> century, commercial properties were developed on the yards and alleyways on this side of High Street. Further along from the Burnett Avenue, we have **Dunwell's Forge**, a medieval building re-built in the mid 1700's as a shipsmith's. Much of the original internal structure remains. It's now Hitchcock's, a popular vegetarian restaurant.

On the right hand side, opposite Dunwell's Forge, you will come to the former **Pacific Club** (just before the pillar box).

The Pacific Club was a meeting place for Hull's corn and seed merchants, dated 1899. The style is Jacobean revival and there is a wealth of detail to be seen. It has served as a gentleman's club, a centre for folk music and dance and, most recently, as offices of the Absolutely Cultured team who took over from the City of Culture 2017 team, but are now based in the Humber Street Gallery.



Just beyond the Pacific Club and running underneath its bay window, we have **Bishop Lane Staithe**; this shows how a typical staithe entrance would have looked in the mid 18<sup>th</sup> century.

It has excellent examples of the heavy wrought iron protective plates put up around the 1750s by the property owners, to stop carts from damaging the walls of their buildings as traders manhandled their goods to the quay side.

As you walk on you will pass **Pacific Court** on the right. Now student accommodation, it was a row of warehouses from the early 1800s. Some of the 2<sup>nd</sup> and 3<sup>rd</sup> floor loading bays are still intact.

Opposite Pacific Court is **155 High Street, Salter's Court**, named after the 19<sup>th</sup> Century sloop owner John Salter. The entrance is gated, but if it is open, take a quick look in the beautifully set out courtyard. On the same side is another Avenue that isn't there any longer, but which originally came out in Bishop Lane. It is an elaborate commercial property built around 1900 to replace an L shaped alley. Next is **The Sailmaker's Arms**. It was a ship's chandler (a merchant for ship supplies, such as spare sails) in the 19<sup>th</sup> century.



These days it is a welcoming pub with an open fire in winter and a sun catching courtyard in summer.

Continuing on the right you will come to a rather grand building with a pair of Corinthian columns either side of the gated entrance with the name '**Commercial Museum**'. This was the Corn Exchange designed in 1855. It is now The Hull and East Riding Museum, and is accessible from The Museum Quarter.



On the other side of the street is **Maister House**, Hull's only National Trust property, built in 1775 for the wealthy local merchant Henry Maister. Although quite austere on the outside the inside reveals a delicate wrought iron balustrade to the stairs and gallery with ornate plasterwork. It is occupied by tenants but the stairs and gallery are usually to the public when the building is in use

As you walk on, to the right is the entrance to the The Museum Quarter. It houses The Street Life Museum and The East Riding Museum. Both are free to visit. You may wish to continue the walk now and come back later to visit the museums. We finish Stage Seven nearby, close to Wilberforce House.

At the time of writing, the riverside walk is closed, so for now we will continue along High Street to Alfred Gelder Street.

As you join Alfred Gelder Street look to your right.

Here is **Drypool Bridge**, a rolling lift bridge opened in 1961, replacing the original bridge which was built in 1888. In 2017 the bridge was repainted in the memory of the mathematician John Venn, developer of the Venn diagram, who was born in Drypool Parish in 1834.



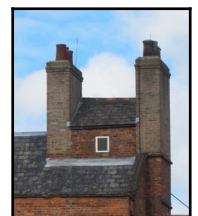
Alfred Gelder Street was built around 1900 and cut across High Street, isolating the northern end of the street. It was part of the main road network through the city until the Castle Street/A63 development was completed in the early 1960's. We now cross over Alfred Gelder Street. There is a dropped kerb nearby but no designated crossing point, so please cross with care.



Walk down the continuation of High Street, known locally as 'Little' High Street, on the left hand pavement, for about 30 metres. Ahead of you is **Blaydes House**, built around 1750 for Benjamin Blaydes, a merchant and shipbuilder. Alongside it is Blaydes Staith (note the difference in spelling). In 1784 his company built a ship called the *Bethia* here on the River Hull. It was later bought by the Royal Navy for £1,950 and renamed *HMS Bounty*, of the famous mutiny

The house is now, appropriately, the University of Hull's Maritime History Research Centre.

Up on the roof between the two chimneys you will see a small belvedere, or viewing boys were sent up there to look out for merchant ships sailing up the Humber, so that cargoes could be readied for rapid loading. This meant that the Blaydes merchants could bring a shipment in with the high tide, load the ship with fresh cargo and send it out again on the same tide.



It is said that the belvedere was built after 3 boys were killed falling off the roof whilst ship spotting.



Staying on the same side, pass by Blaydes House, Alexandria Wharf and a group of rather undistinguished terraced houses and you will come to the **Old Dock Office** built around 1820. This was the main office for the Hull Dock Company until the new Dock Offices, now the Maritime Museum, were opened in 1871. The original building had a central triangular pediment on the roof above the door, which now looks out of place because of the extension built in 1840.

Walk on past the Old Dock Office and cross over what is now Dock Office Row towards the River Hull. Dock Office Row is the continuation of Little High Street, but does not have a street sign at present. Looking through the railings you will see the dock basin for what was Queens Dock, which is now the site of Queens Gardens.

The old passage of ships from the river going into the dock is marked across the pavement and road. There is some information carved into the pavement on the side near the river.

This will be the new site of Hull's historic trawler, the *Arctic Corsair* together with a purpose built modern visitors' centre from around 2021. (*The Viola will berth near here if, as we hope, she returns from South Georgia*)

Looking up at the north wall of the Old Dock Office you can see why the offices were built where they are. Every ship that entered or left the Dock could be watched over by the dock owners.

You may have seen the street called **North Walls** on the left as you came up to the Old Dock Office. This, as the name suggests, was the northern limit to the medieval town wall. North Walls runs from Little High Street, down the side of the college to Lowgate. From there you can see Queen's Gardens.



We will now make our way back the way we came to the **Museum Quarter**.

Take care crossing Alfred Gelder Street. *Now, once again you will find yourself retracing your steps in High Street*. Go to the left hand pavement where there is a Blue Plaque dedicated to Joseph Pease. Through a gap in the wall you can see the other side of Pease warehouse. This area used to be a complete row of elegant Georgian Houses, but most were destroyed during the 2<sup>nd</sup> World War.

Fortunately, the next 2 buildings we are going to see did survive.



Further down High Street, on the left, and you will come to the first of these, a pair of semi-detached **Georgian Houses** which is now a museum displaying costumes, firearms and Hull silverware from the 17<sup>th</sup> & 18<sup>th</sup> Centuries as well as clocks made in Hull and the East Riding. These houses are very unusual in that they are a semi-detached pair which went very much against the Georgian convention, and there are few existing examples of this layout in the country today. It is accessible through **Wilberforce House**, which is the next property.

William Wilberforce, possibly Hull's most famous son, was born here in 1759. He became MP for the City in 1780. He is most famous for leading a group of MPs to push for the abolition of the slave trade.



His efforts lead to the Slave Trade Act of 1807, which came in soon after his death.

Oriel House, distinguished by its oriel windows is, a grade 2 listed building, built in 1879. It is now the home of The University of Hull's Wilberforce Institute for the study of Slavery and Emancipation.

You are now at The Museum Quarter and the end of Stage Seven. We hope you will find time to visit **The Street Life Museum, The East Riding Museum, Wilberforce House and/or the Georgian Houses.**

Stage Eight begins here outside Wilberforce House.

### **End of Stage Seven**