

## Gulliver Travels

By  
Simon Gulliver

**Along the Ouse  
From Saltmarshe  
to Howden to Goole**

**T**he road from Blacktoft led me to the small village of Laxton and then left to Saltmarshe passing the large hall in beautiful parkland. Owned in 1892 by Colonel Phillip Saltmarshe, due to time allowed I could not find out a great deal about this place, but I will return sometime and find out more about this large country dwelling.

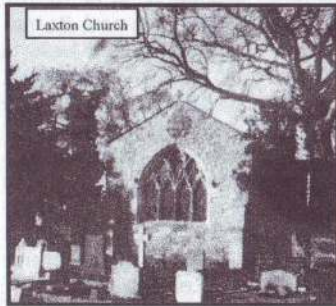
The narrow, twisting road leads me on to Skelton, running alongside the Hull to Goole railway line before it crosses the river to Hook, The Goole Railway Bridge, this huge iron construction is a swing bridge and has presented many problems in the past with the fast flowing river and ships navigating and often ramming it, putting rail services out sometimes for months. There are a few houses running alongside the riverbank and then through Howden Dyke where there was once a ferry across to the

village of Hook. In the late 1800s this tiny hamlet supported a post office run by Mrs M. Fleming. You will often see vessel's moored here discharging their cargoes, usually of timber.

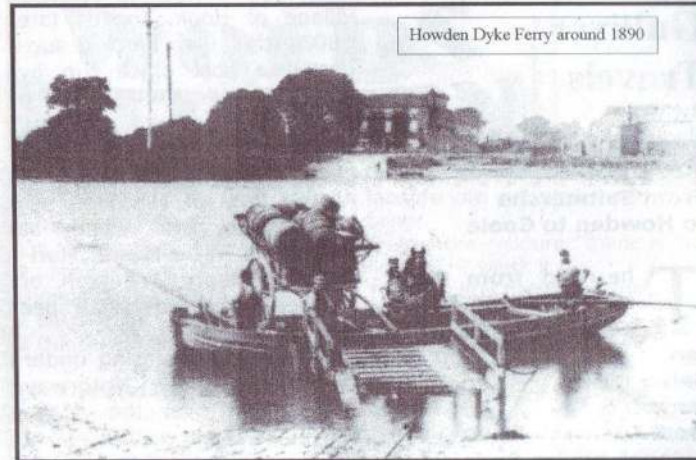
At the time of Mrs Fleming, David Abbey who resided at Kilpin Pike was a Master Mariner and Henry Anderson of Howden Dyke was a Timber Merchant.

On to Howden, passing under the trans-Pennine Motorway [M62], and over the A614. Much has been written about Howden in past issues, my apologies if I repeat some of the material.

This is a small busy market town with a long history deriving its name Hovedene, [Valley by the headland or spit of land, Domesday Book 1886.] Like many places it has grown with its convenience to the motorway. The town has many old buildings



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Howden Dyke Ferry around 1890

and coaching houses sitting Church side had a Fancy Re- on the A63, which was a main pository. Thos Armstrong of route to Hull from Selby and Market Place and Frederick the West Riding.

There was also a distinctive Vincent of Bridgegate were both Hatters and John Foster police presence here. As well and Thomas Matthews were as the Magistrates for How- Horse Breakers.

Howden had two railway com- The college church of Howden pany, the County Court was held bi-monthly.

panies serving it, that of the private hands thus advancing the decay. The choir became

ley. The NER station was a unsafe and in the years of mile or so out of the town, 1634/1636 the parishioners and in those early days the tidied up the nave for wor-

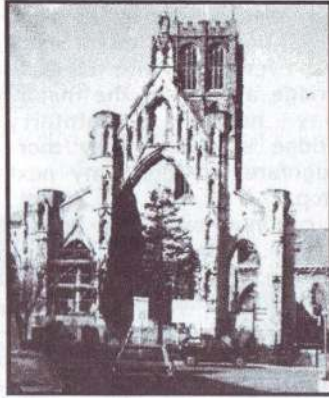
Station Master was Frederick ship. In 1696 the roof of the Agar. His rival on the H&B chancel collapsed, and the was George Brindle. Francis east end of the building took

Robert Beverley owned the on the appearance of a ruin. Howden Brick Works, and The building is constructed in here is a name to conjure the form of a cross, with a

with, Mrs Keturha Rigby of square tower some hundred

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and twenty feet in height, rising from the middle on pointed arches and supported by pillars. Built around the middle of the fourteenth century is the Chapter House, octagonal in shape, similar in design to the one in York although much smaller in size, the architecture however, is superb. It contains canopied seats and Gothic arches, well worth a visit. The whole building is constructed from stone, the octagonal spire tower, collapsed and fell in on St.



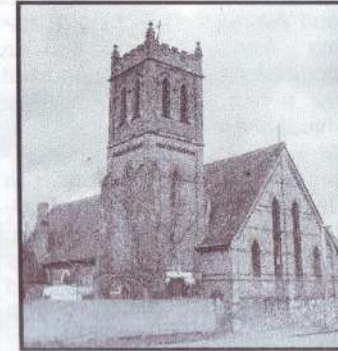
Stephens Day 1750. The tower although plain is built from a durable stone, and its erection or increased height is credited to the Bishop of Durham, Walter Skirlaw, who was indeed good to his people, building them a school. It was William the Conqueror who gave the town, church and surrounding lands to Skirlaw, he retained the manor house but conferred the church on the Monks of Durham. The area was divided up into five: - Howden, Barneby, Skelton, Thorpe and Saltmarshe, in 1279 Skipwith was added. There were also six vicars in this college church as well as six chantry priests dedicated to St. Paul and St. Peter. In 1547 Edward Howden gave birth to the

celebrated historian John of Howden who was chaplain to King Henry II, his works from the year 732 down to the reign of King John. It is said that Edward Ist demanded a search of all the libraries in England for the 'Hoveden's History,' to prove the acknowledgement due from the Scottish Crown. It was published in London in 1595. A charter for a fair was granted and to be held at Howden in October in the year 1200 by King John. Returning to the main road and heading for Booth. This crossing of the river was done by ferry until 1929 when the swing bridge was built, hence the name 'Booth-ferry'. The bridge was erected here to provide a reliable crossing of the river, but it soon became

a bottleneck due to the rapid expansion of the motor vehicle. Even today with the Ouse Bridge as part of the motorway network, Boothferry Bridge is still a busy thoroughfare to Goole, my next stop.

I continue over the bridge, left is to Hook and right to Airmyn, two places I will visit on leaving Goole, but for now it is straight on to the Port of Goole. This is possibly the furthest inland place for sea going vessels, some fifty miles from the North Sea.

The word Goole is Anglo-Saxon meaning 'outlet or open sewer,' and did not exist until the early 1800s, this part of the country was covered in marshland and was the site in 633AD of 'The Battle of Hatfield,' when Edwin, King of Northumbria was defeated by King Penda of the Midlands. Things began to happen when, at the request of the king, Vermuyden, a Dutch Engineer was asked to divert the River Aire and make it flow into the Ouse rather than the River Aire. The king liked to hunt the wild boars that roamed on Hatfield Chase; the problem was the constant flooding. Vermuyden's Dutch River, as it became known, helped to prevent this and drain the land, making Goole



a more habitual place.

Today, Goole is a thriving busy market town, the main street has been pedestrianised, and many new shops have been built. The railway station has been given a face-lift, and the level crossing, which splits the town in half, still causes problems for the motorist.

The expansion of coal mining exports to the continent made Goole an obvious choice; it was in a strategic position. Forward thinking created the 'Aire and Calder Navigation Company,' they built a canal from Leeds to Goole in 1826 to cope with this expansion of trade. The West Riding towns were booming, not only exporting but also importing raw materials for the cotton mills and ore for the steel industry. River traffic meant large



Byeland Abbey in Goole Docks

amounts could be moved at fruit and vegetables and the low cost, and this situation remained up to the coming of the railways! Goole as a seaport supported such companies as Bennett's Red Cross Line carrying fresh

General Steam Navigation Company running from Goole to Boulogne up to 1974. The Goole Steam Shipping Co. was formed in 1864, later to be renamed 'The Associated



Fountains Abbey in Ocean Lock, Goole

Humber Lines' which ran ferries, the Byeland and Kirkham Abbey to Copenhagen on a weekly basis. Other ships like the S.S. Hebble and Aire sailed to Hamburg and Antwerp. This company also had regular sailings from Hull to Rotterdam, some will remember the S.S. Bury and Melrose Abbey sailing from Princess Dock in Hull long before North Sea Ferries took up the mantle sailing from King George Dock. For a brief time the new Melrose Abbey sailed from a berth on the Riverside Quay on William Wright Dock in the late 1950s and early 60s. There us much more to Goole, but not in this issue. I will be back in the next issue when I move on through Goole and into the neighbouring village of Hook.

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Ouse Dock built in 1880 showing the 'Pepper pot Hoists'