

WALKING ON WATER STREET, Part 11 VANISHED STREETS: FROM PRISON WEINT TO SEA BROW

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The town used to suffer in the early days from the caprices of the tide during bad weather, and various traditional stories are still current of the accidents which were frequent during the angry elements in the harbour, whereby the Stanley Tower and St Nicholas Church were sure to have suffered. The strand of this portion of the river was anciently called 'Townside', being frequented as the common, and used as the property of the people. Then it grew as a watchword and gathering cry, and "Townside forever!" served as a tocsin to rouse many a bold and fiery spirit in the purlieus of Water Street.

Northern Daily Times, 5th June 1855



Fig 1. From the 1890 O.S. section of the Castle Street ward. Image courtesy of Liverpool Central Library.

Before the townsfolk began to build into the Mersey many centuries ago, the shore followed roughly a line from the western edge of the churchyard of St Nicholas to Sea Brow and beyond (fig 1 and 2).¹

Prison Weint began its life as a protective wall for the Tower and as a route to the Chapel of St Nicholas (fig 3),² and was first named as *Church Alley* on Lang's plan of 1750 and as the *Antient Way to the Church* on Eyes' plan of 1753.³

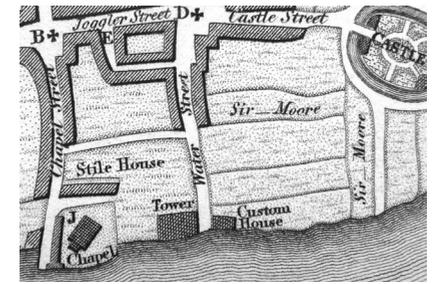


Fig 2. Detail from a 1650 plan (oriented to the east), from *The Stranger in Liverpool, 1829*. The Tower of Liverpool was replaced in the mid 19th century by Tower Buildings (shown between Prison Weint and Tower Garden in fig 1). Image courtesy of the Athenaeum.



Fig 3. A view of the Mersey shore at a time comparable to the fig 2 plan. On the left is the Tower of Liverpool with the route to the Chapel. In the centre is the Custom House at the foot of Water Street which was vulnerable to high tides. Image courtesy of the Liverpool Record Office (LRO).

Fig 4. Detail from Okill's 1730 plan showing the *Road to the Chapel* and *Sea Brow*, prior to reclamation of the land between the two (and upon which the *Goree*, *Back Goree* and the *Piazas* would later be built). Image courtesy of the Historic Society of Lancashire & Cheshire (HSLC).

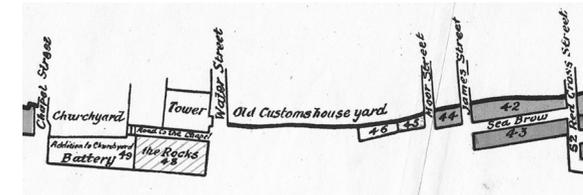




Fig 5. Church Alley / Stringer's Alley by W G Herdman (*Pictorial Relics of Ancient Liverpool*, 1878, vol 1, plate 4). This is a composite picture since it shows the new lantern spire of St Nicholas (completed in 1815) and the Tower of Liverpool with a prisoner's begging bag hanging from a window (despite being said by Herdman to have been vacated as a prison in 1810).
Image courtesy of the LRO.

This *Road to the Chapel*, with its protective wall said to have been built in 1572,⁵ is first recorded in Gore's Directory for 1767 as Church Alley with the premises for Perrin & Co.'s Warrington glass warehouse and the coal dealers Rippon & Berry.⁶ Who else might have occupied the Alley is unknown because the early directories listed only 'merchants, tradesmen and principal inhabitants'. However, the 1790 directory contains a list of the 'Names of the Streets, Lanes, &c. within the Liberties of Liverpool, with the numbers of persons in each. Taken by M Simmons, from October 13th, 1789, to January 13th, 1790', and the Alley is shown as having 11 properties together with one cellar and housing a total of 81 people.⁷

Church Alley became Stringer's Alley on several maps from 1785,⁸ but retained its earlier name in the directories until 1821, coincidentally when the last remnants of the Tower of Liverpool were finally demolished.^{9,10} In 1848 it was renamed again – in rather honest memory of its former life – as Prison Weint, of which more later.

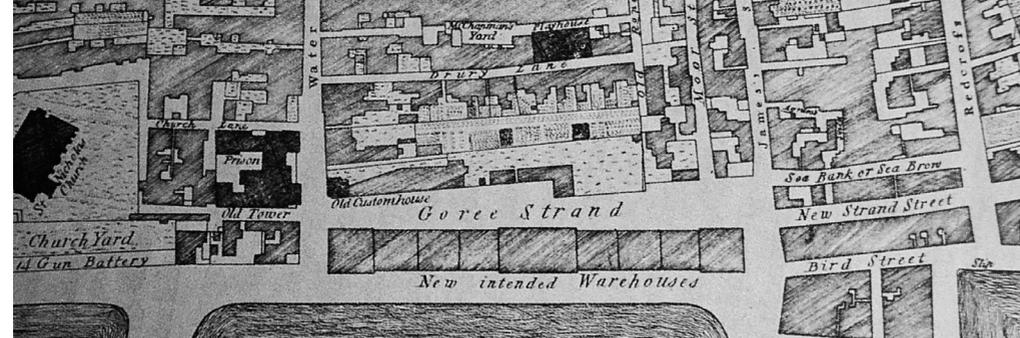


Fig 6. A detail from Perry's map of 1769 (oriented to the east).



Fig 7. 'The destruction of the Goree Warehouses by Fire, on the Night of 15th September 1802, from a painting in the possession of Mr Thomas Binns'.
Image courtesy of the LRO, ref. Brierley Collection A62.

Although Sea Brow had already been given that name on Chadwick's map of 1725, it is *Sea Bank or Brow* on John Eyes' 1765 map, *Sea Bank or Sea Brow* on George Perry's 1769 map (fig. 6),¹¹ and *Sea Bank* in the initial 1766-69 editions of *Gore's Directory*. However, presumably because of a continuing confusion with another Sea Bank (an early name for New Quay), it appears to have become content to settle down as Sea Brow from 1772 onwards.

Perry's map also shows *New intended Warehouses* between the Goree Strand (*Goree Cawsey* on Eyes' map) and George's Dock (then under construction and opened in 1771), and James Picton confirms that -

a noble range of warehouses, with arcades underneath, formed part of the original design, but they remained for many years in abeyance, and were not erected until 1793, when, in commemoration of the African trade, then so prosperous in Liverpool, they took the name of the "Goree" warehouses...¹² The original erections had a very short-lived history. On September 15, 1802, a fire broke out in the warehouse of Mr. T. France, which soon spread through the whole range, and a conflagration ensued, the like of which has never been seen in the town.¹³

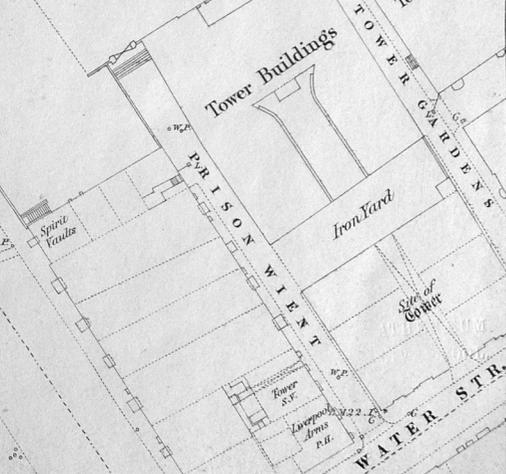


Fig 8. The bottom right hand corner of sheet 23 of the 1848 O.S. (Weint here is spelled Wient).
Image courtesy of the Athenaeum.

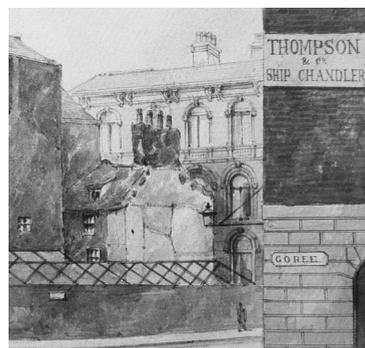
By 1848 the site of the Tower of Liverpool and the buildings between it and St Nicholas Churchyard were in the process of being redeveloped as Tower Buildings, a set of offices designed by James Picton, begun at the northern end in 1847 (fig 8)¹⁴ and with the Water St frontage completed in 1856. Prison Weint thus became the alleyway for the entrances to those Tower Buildings offices which faced west and the rear entrances to the warehouses which faced George's Dock Gates (fig 9).¹⁵ Tower Buildings was sufficiently grand to justify a directory listing of its own under 'T' rather than as a building in the Water St numerical.

The Liverpool Arms (see fig 8) and the warehouse to its west at the junction of Water St and George's Dock Gates were taken down in the 1860s,¹⁶ and a detail from a painting by Herdman (fig 10) shows what was left, viewed from the Water Street corner of the Goree Piazzas which had replaced the ones which had been consumed by the 1802 fire. The remaining Dock Gates warehouses were demolished in the early 1880s, giving Tower Buildings a better view of the docks (see fig 1).

Fig 9. An 1865 view of George's Dock Gates looking south from the Merchants' Coffee House ('Spirit Vaults' in fig 8) to the junction with Water St, with the Goree Warehouses beyond, stretching in two sections from Water St to Brunswick St and (behind the three figures) from Brunswick St to Moor St.
Image courtesy of the LRO, ref. Herdman Coll. 55.



Fig 10. A detail from an 1867 view. In the background is Tower Buildings and in front of it, in a dilapidated condition, is the Tower Spirit Vaults (see fig 8). In 1877 an artist used a window in the warehouse next door to the Vaults to record a view of the Back Goree (fig 13).
Image courtesy of the LRO, ref. Herdman Coll. 341.



A decade later, with the arrival of the Overhead Railway, Pier Head Station transformed the view at the foot of Water St (fig 11). Then, in 1906, a City Engineers Department photographer captured a final view of Prison Weint (fig 12) prior to its abolition and the demolition of Tower Buildings to make way for construction of the 1908 Tower Building which exists today.¹⁷



Fig 11. From the *Illustrated London News*, 11th February 1893, with its account of the opening of the Overhead Railway.
Image courtesy of the LRO.

The construction of the second Goree warehouses gave rise to *Goree Piazzas* as the name for the premises which faced George's Dock, with *Goree* as the thoroughfare between the rear of those warehouses and the ones facing them to the east.¹⁸ In the early 1860s, the Goree was renamed *Back Goree* (the east side of which is on the left in fig 13), the name it retained until 1925 when it became *The Strand*.

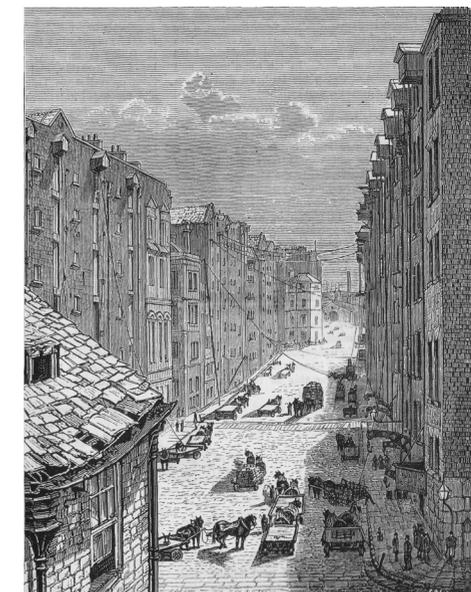


Fig 13. A view of Back Goree, looking south from a warehouse between Prison Weint and George's Dock Gates.
Image from *The Graphic*, 5th May 1877, p 420. Author's collection.

Fig 12. A view in 1906 of the west face of Tower Buildings and along Prison Weint. A group of young men wait at the Water Street tram stop and, behind them, bow-girder bridges of the Overhead Railway can be seen.
Image courtesy of the LRO, Photographs & Small Prints, Streets & Districts, Water Street.



12 Hutchison and Pollok rope manufacturers chandlers and sailmakers
12 The Khoosh Tonic Bitters Company Limited – Henry Davis manager
 Noakes John cargo surveyor and salvage agent
 Noakes G. and J. master porters and teamowners
 Massey Joseph coal merchant
13 Warrington Wire-rope Works, Limited
 Temple John managing director
 Oliver Charles A. manager
 Parry John and Co. sailmakers and ship chandlers
14 Spriggs S. & Co. ship chandlers sailmakers and ship-store dealers
 Littler & Co. merchants
14A Littler Peter & Samuel cotton dealers
15 British Workman Public House Co

Fig 14. Examples of the occupants of Goree Piazzas in *Gore's Directory* for 1884. Image courtesy of the Athenaeum.

The odd-numbered buildings, 1-31, on the east side of Back Goree stretched from Water St to James St,¹⁹ whereas those on the west side terminated at Moor St (the end of the Piazzas, see fig 1). Many of the latter were without a directory listing because they were rear exits from the Piazzas. Facing the George's Dock Boat Shed, the Piazzas themselves were odd- and even-

numbered consecutively from no. 1 at the junction with Water St to no. 19 at Moor St. The Water St end of the Piazzas became known as *Gladstone Buildings* whilst, facing each other across the junction, those at Brunswick St were called *Columbia Buildings* and *Washington Buildings*. From 1853 to 1857 the latter provided office accommodation for Nathaniel Hawthorne, the American Consul and author.²⁰

1877 saw the arrival of the offices of Warrington Wire-rope Works and, a few years later, it was joined next door by the delightfully named Khoosh Tonic Bitters Company. Boasting '*the finest tonic known and a never failing appetizer*', the latter had made the somewhat dubious decision to first list itself in the 1883 directory at 3&5 George's Dock Gates, apparently oblivious to the fact that the buildings had been demolished.

The offices of the Warrington Wire-rope Works appeared initially in the 1867 directory as the Queen's Ferry Wire-rope Co at the junction of 32 Red Cross St and 13 Sea Brow (of which more later). Arriving at the Goree Piazzas, it listed itself as '*wire and hemp rope makers, sailmakers and ship chandlers*' whilst, in later editions, it proudly added '*contractors and ropemakers to the Admiralty*'. It remained there, with a rear door onto Back Goree, until 1927 when it moved its offices to the recently completed National Bank Building on Fenwick St. By 1932 both its offices and factory were at its Bankhall Works in Bankhall Street, Kirkdale. Last listed at that address in the 1941 directory (printed prior to the May Blitz), and uncomfortably close to Huskisson No. 2 Branch Dock, its premises may have been one of the victims of the 4th May 1941 events which included the destruction of the Malakand.²¹

Fig 15. Warrington Wire-rope Works calipers in brass and wood (ca. 5" x 2"), graduated to convert a rope's circumference into the corresponding weight. Author's collection.



Fig 16. Looking north along Goree towards Brunswick St, with Pier Head station in the distance. Image courtesy of the LRO, ref. P&SP, Streets&Districts, Goree Piazzas.

A scene in 1916 (fig 16) shows a horse waiting patiently for barrels of '*Shuttleworth's pure herb beer*' to be discharged into the premises of the British Workman Public House at 15 Goree Piazzas. Henry Shuttleworth was last listed in 1936 as a botanic beer manufacturer having established several shops in Liverpool in the early 20th century. Behind the cart is the sign at no. 13 for the Warrington Wire Rope Works and, behind the left ear of the horse, the sign of '*The Lady on the Tiger*' for the premises of the Khoosh Tonic Bitters Co at no. 12 (fig 17). Although the tonic bitters taste appears to have successfully established itself in London before the Company expanded northwards, it must not have appealed to Liverpolitans, for the business vanished from the Piazzas after 1890. The sign itself, however, remained there for a further four decades.²²



Fig 17. The Khoosh Tonic Bitters sign above 12 Goree Piazzas. Image courtesy of the LRO, ref. as for fig 16.

The Pacific Steam Navigation Company (PSNC) was founded in Liverpool in 1838 by the American businessman William Wheelwright, and by the 1870s it was the largest steamship company in the world. In 1873 it moved to *Pacific Buildings*, its grand and purpose-built offices at 31&33 James St, at the junction with Sea Brow (fig 18).²³

Although the PSNC left its premises after WWI, for almost 70 years the building provided accommodation for a variety of other companies including, from 1894, the offices of the Liverpool Overhead Railway.



Fig 18. 31&33 James St. From the *Building News*, 2nd Jan 1874. Author's collection.

In his account of the LOR some years after it had closed, Charles Box wrote that, 'Saturday and Sunday, 3-4/5/41, 10.30 p.m. to 5.40 a.m., company's head offices at James Street were completely destroyed, the polished brass name and address plate stood out among the ruins.'²⁴ The 1941 May Blitz also destroyed much of the surrounding area including Mersey Tunnel Vaults that had faced Pacific Buildings across the Sea Brow intersection (compare figs 19 & 20).²⁵

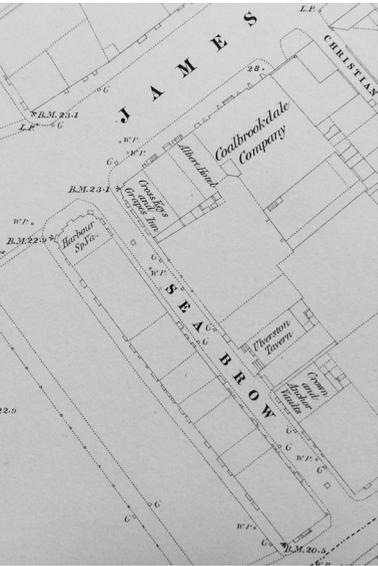


Fig 19 (left). From the 1848 O.S. showing the junction of James St and Sea Brow where Pacific Buildings (fig 18) would later be built to the west of the Coalbrookdale offices. The 'Harbour Sp. Va.' became the Mersey Tunnel Vaults. Image courtesy of the Athenaeum.

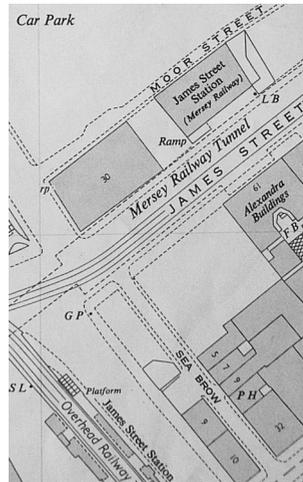


Fig 20 (above). From the 1953 O.S. The destruction in the James St area caused by WWII bombing included Pacific Buildings and Mersey Tunnel Vaults (see fig 21). For many years the site of several destroyed properties north of Moor St became a car park. Image courtesy of Liverpool Central Library.



Fig 21. A detail from a postcard, posted 7th September 1907, looking towards Derby Square. Author's collection.

The horse and cart is heading into Strand St and past Mersey Tunnel Vaults (35 James St). To the rear of the Threlfall's pub, and across the junction with Sea Brow, is Pacific Buildings (31&33 James St), with Alexandra Buildings beyond (see fig 20).

The missing street numbers between 19 and 31 reflect how larger buildings had replaced the earlier and much smaller ones (see an 1822 view by Herdman in his *Pictorial Relics of Ancient Liverpool*, Brown Barnes & Bell, 1878, vol 1, plate 18 and commentary on p 25).

And so it is time to take a closer look at Sea Brow itself, and to the story of the *Red Lion Inn* at no. 11. It is a history which can be traced back to 1823 when a certain Ann Walkinton is shown in *Gore's Directory* as having become a victualler in neighbouring Red Cross St, and where *Baines' Directory* for 1824 lists her premises as the *Old Red Lion*. Many changes were about to take place in the area, with Bird St and the properties between it and Strand St last being shown on Sherwood's 1825 map before being replaced by the offices of the Dock Police and Marine Surveyor (figs 22 & 23). As so often is the case for this period, we have James Brierley to thank for preserving a view of the east side of Sea Brow in 1829 before it was also redeveloped (fig 24), whilst *Gore's Directory* for the same year indicates that it was not short of premises for sailors to quench their thirst (Table).

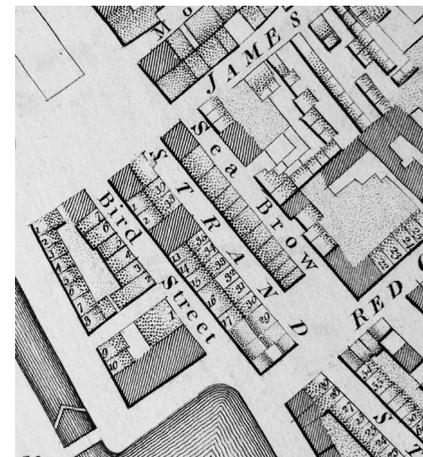


Fig 22. From Horwood's 1803 map. Image courtesy of the Athenaeum.

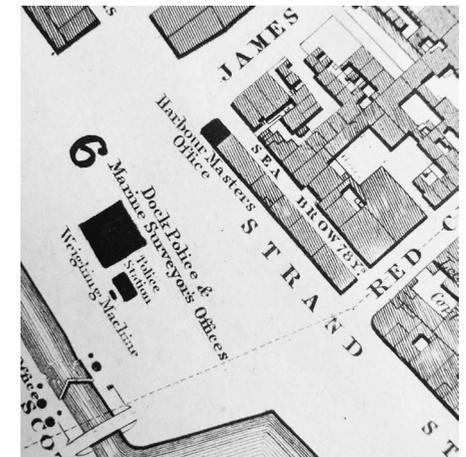


Fig 23. From Gage's 1835 map. Image courtesy of the Athenaeum.



Fig 24. James Brierley's view of the east side of Sea Brow in 1829. Image courtesy of the LRO, ref. Brierley Collection 103, Ff 1561.

Table. Inhabitants of nos. 1 – 6 Sea Brow listed in <i>Gore's Directory</i> for 1829.	
1	Alice Nichols (shopkeeper) and Henry Warden (flour dealer)
2	Moses Owens (master mariner & victualler)
3	Barbara Shears (boarding house)
4	Peter Higginson (victualler) and Frederick Messenger (corn merchant)
5	Mary Dickinson (victualler)
6	Joseph Ormandy (victualler)

Gore's Directory indicates that Ann Walkinton remained at Red Cross St until 1845 (with *Pigot & Slater's Northern Directory* for 1843 confirming her continuing use of the *Old Red Lion* as the name of the inn). By 1853, following the arrival and departure of other victuallers, Francis Orfeur is shown as having taken over, and in the 1855 directory Eliza Orfeur is listed as having succeeded him.

During that period the 1848 Ordnance Survey shows that, just round the corner from Red Cross St, 11 Sea Brow was known as the *Crown and Anchor Vaults*, in competition with the *Ulverston Tavern*, the *Cross Keys and Grapes*, and the *Harbour Spirit Vaults* (fig 19). Then, in 1859 the Corporation leased the *Crown and Anchor* to the victualler Robert Watts in a record that has been preserved at the LRO.²⁶ The entry for the 15th of August reads:

All that piece or parcel of land with the dwellinghouse used as a Public House thereon erected situate on the East side of and being No 11 Sea Brow bounded on the North and East by premises belonging to the Carron Company and on the South by premises leased to Lace and Dixon containing in front to Sea Brow aforesaid 22 feet 10 inches and in breadth at the back or East side 23 feet 5 inches and running in depth backwards from Sea Brow aforesaid on the North side 37 feet 4 inches and on the South side 38 feet 6 inches.

SEA BROW—W	
	James st
1	Bradley Thomas victualler
3	Richardson, Spence & Co. prov. mchts
7	Pritchard R. P. & J. W. ship store dlrs
11	Orfeur Eliza victualler
13	Warrington Wire Rope Co.
4	Beaumont Charles victualler
6	Collin Henry joiner
8	Belyea and Armstrong sailmakers
	Redcross st

Fig 25. From *Gore's Directory* for 1871. Image courtesy of the Athenaeum.

The 1864 *Post Office Directory* shows that the victualler, by then John Griffiths, had retained the *Crown and Anchor* name, whilst *Gore's Directory* for 1865 shows that Louisa Griffiths had renamed it the *Anchor Inn*. Then, in 1867, Eliza Orfeur arrived from Red Cross St, bringing the *Old Red Lion* name with her, where she remained until 1871 (fig 25).

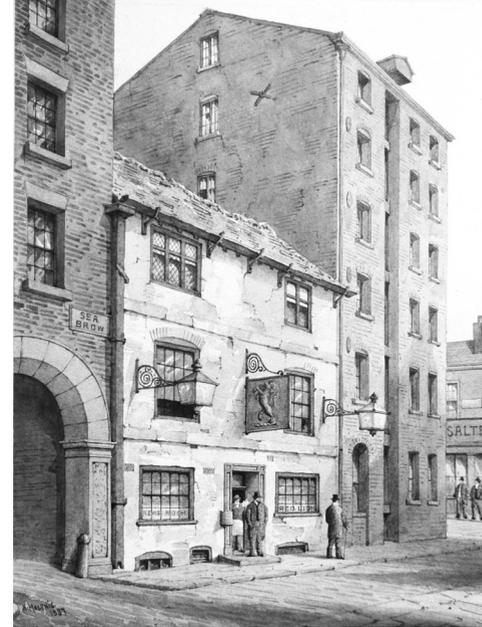


Fig 26. A watercolour by Hugh Magenis in 1887 of the Red Lion Inn, 11 Sea Brow, looking towards Red Cross St. Image courtesy of the LRO, ref. Herdman Collection 1003.



Fig 27. Gordon Hemm's 1937 sketch of Sea Brow, looking towards the White Star building. Image courtesy of the LRO, ref. Local Collection 205.

Fig 28. Tomkinson's WWII view along Sea Brow showing a gutted 30 James St (and its elegant clock which did not survive subsequent rebuilding). Image courtesy of the LRO, ref. Photographs - Pier Head (on open shelves in 2009).

Elevated (at least in the eyes of the victualler, Robert Jones) to the status of the *Red Lion Hotel* in 1879, Hugh Magenis provided the first view of it in 1887 when the victualler was Mrs Annie Millns (fig 26).²⁷

The story is taken up again in the 20th century when, in 1937, Gordon Hemm sketched a view looking north along Sea Brow shortly before WWII (fig 27), and in 1941 when the wartime photographer Tomkinson recorded the hotel in a sorry state following the Blitz, and with 30 James St (the 1898 offices of the White Star Line) in an even worse condition (fig 28).²⁸





Fig 29. Dated 14th May 1973, by the artist and architect Jerzy Faczynski showing the Red Lion Hotel at no. 11, and empty warehouses at nos. 9 and 13. Author's collection.

SEA BROW (1). Kingston house,
James street.
LEFT SIDE.
11 "Red Lion Hotel"
Redcross st

Fig 30. From *Kelly's Directory* for 1970 (the final year to be printed). Everything but the hotel is unoccupied, the residents at no. 5 (an engineers' merchants and a ship furnishers) having last been listed in 1966. Image courtesy of the Athenaeum.



Fig 31. Sea Brow in 1967, with Kingston House displaying the cross. All the property on this section of Strand St had been demolished and replaced with a car park. Author's collection.

However, the Red Lion stubbornly refused to die, and Tankard (1948), Ward (1950) and Thomas (1951) each took pleasure in recording the hotel's post-war survival,²⁹ whilst a 1973 watercolour by Jerzy Faczynski (fig 29) indicates that the hotel even outlived the final edition of *Kelly's Directory* (fig 30).

Post war reconstruction enabled 30 James St to become the new offices of PSNC and Royal Mail Lines and was thus renamed *Pacific Building*,³⁰ whilst the loss of 31&33 James St provided the opportunity for redevelopment and, in March 1958, *Kingston House* was officially opened by the Duke of Edinburgh as the new headquarters for the Mersey Mission to Seamen (fig 31).³¹

Fig 32. Demolition on Sea Brow in June 2010 of the building which had been Kingston House in earlier years. To its right is an elevated walkway which, having survived the subsequent arrival of the adjacent Travelodge (see Fig 33 below), has perhaps attained grade I status for ugliness. Author's images.



Although the Mission eventually left the premises, the building itself survived until demolished in mid-2010 (fig 32), leaving an untidy site which, surprisingly, in early 2018 was still awaiting redevelopment.

And so, as the *Magical Mystery Tour* bus waited at the traffic lights at the James St – Strand St junction in September 2017 (below), it was perhaps unlikely that the driver made use of the pause to draw sightseers' attention to the fact that the building land to their left was once occupied by Pacific Buildings, and later by Kingston House. Nor perhaps was it pointed out that this vacant land, the Travelodge and the elevated walkway between them comprise the site of Sea Brow, reclaimed by Liverpool many centuries ago from the shoreline of the Mersey, and which has finally been obliterated by 21st century developers. Thanks, however, to the street directories, the artists and the photographers over the years, memories of Prison Weint to Sea Brow will linger on with those of Chorley St.³²



References and notes

In addition to forming part of the Society's 2018 Journal, this article will join the earlier ones in the WoWS series which have been uploaded to the LHS website as pdfs to enable the cross-referencing of material and the enlarging of images.

1 For the precise position of the shoreline, superimposed upon the 1924 O.S. map see R Stewart-Brown, The Pool of Liverpool, *Transactions of the History Society of Lancashire and Cheshire [TransHSLC]* 82 (1930), p.88 (description on p.106). The map was placed in a pocket at the back of the volume.

2 W G Herdman, *Pictorial Relics of Ancient Liverpool*, William Holden, Liverpool, 1843, plate 4.

3 For Lang's and Eyes' plans and for another view of the waterfront by Herdman, see Walking on Water Street [WoWS] Part 9, Publicans Galore in the Old Church Yard, *Liverpool History*, 15 (2016), pp.86-87, figs 10-12.

4 R Stewart-Brown, *op. cit.*, facing p.112.

5 W G Herdman, *op. cit.*, p.71.

6 In *Liverpool's Second Directory*, Henry Young & Sons, 1928, George Shaw assumed that this Church Alley was the one off Church Street. However, in the Appendix to *Gore's Directory* for 1805 there appears a 'List of the Streets, Lanes, Squares, Alleys, &c, in the Town of Liverpool in 1752'; and Church Alley is given as running off Water Street. In *Liverpool's Fifth Directory*, Henry Young & Sons, 1932, Shaw acknowledged his mistake by listing it as '[Old] Church Alley (Water Street)' with Josiah Perrin's glass warehouse still in existence.

7 For a comparison with the numbers of people living in Water Street and neighbouring streets in 1790, see WoWS Part 8, Vanished Streets: Chorley Street, 1725-1925, *Liverpool History*, 14 (2015), p.32, compiled from *Gore's Directory* for 1790, Appendix pp.237-256.

8 Stringer's Rock is marked on Lang's plan of 1750 (ref 3, fig 10), whilst John Stringer and Widow Margaret Stringer are each recorded in the 1708 Assessment as living in their respective houses in the *Chapell Yard* (Henry Peet, Liverpool in the Reign of Queen Anne, *TransHSLC* 59 (1907), p.64).

9 R Stewart-Brown, *The Tower of Liverpool*, 1910, first published in *TransHSLC* 61 (1909), p.41.

10 For other views of Church Alley / Stringer's Alley in the early 19th century, prior to the Tower's demolition, see WoWS Part 7, The Liverpool Arms, *Liverpool History* 13 (2014), p.21.

11 Copies of George Perry's map are available in folded form at both the LRO and the Athenaeum but suffer from gaps as a result of the folds. An unfolded version (behind glass) hangs in the entrance hall at the Athenaeum. The detail shown in fig 6 is taken from *Merseyside. A Scientific Survey*, The British Association for the Advancement of Science, 1953, fig 33.

12 James Picton, *Memorials of Liverpool*, G G Walmsley, Liverpool, 1875, 2nd edn., vol I, p.557.

13 James Picton, *Memorials*, vol II, p.84.

14 For a view of the north portion of Tower Buildings which had just been completed in 1847 (as indicated on the 1848 Ordnance Survey map in fig 8) see WoWS Part 9, *Liverpool History*, 15 (2016), p.84, fig 16.

15 For another view of the George's Dock Gates premises see WoWS Part 7, *Liverpool History*, 13 (2014), p.25. Initially the row was numbered from the St Nicholas Church Yard end, with the Merchants' Coffee House as no. 1 and with no. 7 at the junction with Water St. The numbering was reversed in the 1857 directory, and the last listing in the 1882 directory showed the Liver Steam-tug Co. at no. 2, the Hercules Steam-tug Co. at no. 4, the St George Steam-tug Co. at no. 5, the General Steam-tug Co. at no. 7, and the Merchants' Coffee House at no. 10. Together with a tarpaulin manufacturer, a ship-store dealer, a sailmaker, and other merchants, they had all clung on until the final demolition of the entire site.

16 See WoWS Part 7, *Liverpool History*, 13 (2014), p.22, for a view of the Liverpool Arms on Prison Weint/Wient in the late 1850s, and p.23 after its demolition in the early 1860s.

17 See WoWS Part 1, Tower Building and the Ellerman & Papayanni Line, *Journal of the Liverpool History Society*, 11 (2012), pp.73-75 for photographs of Tower Buildings (1856-1907) and Tower Building (1908-present day).

18 The name *Goree* first appears as *Goree Causeway* on Eyes' 1765 map, then *Goree Strand* on Perry's 1769 map, and finally *Goree Causeway* on Eyes' 1785 map. Although not built until 1793, the maps anticipated the arrival of the 'New intended Warehouses' (as on Perry's map). Conder's and Eyes' maps of 1796 both assign the Goree Causeway to the east of these Warehouses, whereas on Troughton's 1807 and subsequent maps it has become *Goree*. The first listing in *Gore's Directory* for the Goree Causeway is in 1774 for the boat builder Thomas Galley, latterly of *Old Custom House Yard* (see fig 4), the site of what eventually became *Back Goree*. With the renaming of Goree to Back Goree in the 1860s, the Goree name was transferred to the area between the Piazzas and George's Dock (see fig 1). Merchants contributing entries to both the Alphabetical and 'Professions & Principal Trades' sections of the directories occasionally added to the confusion by showing themselves as having premises at a given number at Goree in one section and at the same number at Goree Piazzas in the other. The name Goree is remembered to this day on the side of the George's Dock Building (Queensway Tunnel ventilation tower), whilst the Goree Warehouses which were destroyed in WWII had, until 2017, been remembered with a (suitably damaged) plaque on The Strand until the remainder was finally hacked off and stolen.



19 Most buildings on Back Goree lacked names and were simply listed in the directories as the offices of the various warehouse keepers, cart-owners and team-owners. Exceptions are the initially named *Crue-Woode Chambers*, first listed in 1878 as no. 17 (at the southern junction with Brunswick St and subsequently reallocated to Brunswick St in the directories from 1883), and *Wellington Buildings*, first listed in 1925 as nos. 3-11 (adjacent to West Africa House) and whose arrival seems to have prompted the change of street name from Back Goree to The Strand.

20 See Ron Jones, *The American Connection*, 1986, p.84 for a photograph of Washington Buildings and Hawthorne's description of it as his 'little patch of America'.

21 The 1931 directory entry for the National Bank Building on Fenwick St shows six different wire rope manufacturers with offices on the sixth floor. In the 1932 directory they are shown as all having relocated to the Bankhall Works, in premises which had already been in use for some years by one of the firms (W B Brown & Co). On the 1927 Ordnance Survey the premises are marked as 'Globe Works. Wire rope and cable', adjacent to the LMS Lancashire & Yorkshire railway line. The manufacturers are shown as all still being there in the 1941 directory, but in the directories from 1943 onwards British Ropes Ltd is the only one remaining. For an account of the destruction of the Malakand, see John Hughes, *Port in a Storm*, Merseyside Port Folios, 1993, pp.93-98, which records deaths and destruction in Sandhills Lane, Derby Road, Athol St and Boundary St caused by flying debris, with a four ton winch landing in Stanley Park, a mile and a half away.

22 That the sign survived long after the Khoosh Tonic Bitters Company had left is recorded on the reverse of an etching by Constance Copeman held by the LRO (Photographs and Small Prints, Streets & Districts, Goree Piazzas) which notes that, 'Until 1929 the sign used to hang at 12 Goree Piazzas'.

23 In 1910 PSNC was taken over by the Royal Mail Steam Packet Co (RMSPC). They both left Pacific Buildings in 1918, and although PSNC is initially shown as having relocated to the Goree Piazzas and RMSPC to the Cunard Building, from 1919 they are both shown as located at Goree. In 1931 RMSPC collapsed, with Owen Philipps (Lord Kysant) ending up in jail after the disastrous take-over of White Star Line and dying in 1937. In 1938 a reborn Royal Mail Lines took control of PSNC once again.

24 C E Box, *The Liverpool Overhead Railway*, Railway World Ltd., Revised Edn 1962, p.53. See also the photograph on p.28 marking the position of the company's head offices.

25 *Mersey Tunnel Vaults* at 35 James St stood on the site of the Harbour Master's office (fig 23). By 1848 the Ordnance Survey shows that it had become the *Harbour Spirit Vaults* (fig 19). It was renamed by John Brownlie, the victualler in 1889, as *Mersey Tunnel Vaults*, the underground railway link to the Wirral having been opened in 1886 virtually beneath its feet (fig 20). It retained that name until it was bombed out of existence in 1941.

26 Corporation Lease Register 352 CLE/CON 3/10, reference 435, petition 419 for Robert Watts.

27 The Red Lion Hotel at 11 Sea Brow is marked in fig 20 as 'P.H.' The Warrington Wire-rope Co warehouse at 13 Sea Brow in fig 25 is the one to the right of the Red Lion Hotel at the junction with Red Cross St in fig 26 (*Redcross St* on its sign today and throughout the directories). Nos. 1&3 Sea Brow in fig 25 were demolished in 1872 and became the PSNC parcel office of Pacific Buildings.

28 The LRO ring binders 'Photographs - Pier Head' include several photographs taken in 1941 by Tomkinson (no initials) of property destroyed in WWII bombing.

29 The three post-WWII Sea Brow watercolours held at the LRO are indexed as: Binns Collection 215 (Tankard, 1948: see also Kay Parrott, *A Portrait of Liverpool, The Paintings of Allan P Tankard*, The Bluecoat Press, 2006, p.26), Local Collection 425 (H Haughton Ward, 1950), and Local Collection 439 (R W Thomas, 1951). There is also a delightfully whimsical 1971 painting by Pat Cooke of nos. 5-11 Sea Brow in *Liverpool 71*, issue 33, p.14 (one of a series of promotional booklets produced by the City's Public Relations Department), with Alan Brack's text revealing that the pub was still going strong after having been 'refurbished but not so drastically that its origins have been obscured'.

30 WWII enemy action destroyed much of the Goree Piazzas and property along The Strand. See the vacant land marked 'Car Park' in fig 20, and see WoWS Part 7, *Liverpool History*, 13 (2014), p.28 for an aerial view of the car park and remnants of the Piazzas. A photograph of the former White Star building at 30 James St, after reconstruction and renaming as *Pacific Building*, and showing it as the new home for the PSNC and Royal Mail Lines, appears in Quentin Hughes, *Seaport*, Lund Humphries, first edition 1964, reprinted 1969, p.68 (also the Bluecoat Press reprint of 1993, p.68).

31 Founded in 1856, the Mersey Mission to Seamen had been in Hanover St from 1886 to 1956. The Mission's records up to 1967 were deposited in 1978/79 at the LRO, ref. 361 MER (Accession 3180). The LRO 'Calm' record provides details of how Kingston House derived its name from the novelist William H J Kingston (1814-1880) who worked actively for the improvement of the condition of seamen and who, in 1856, was encouraged to organise a National Society. The Mersey branch was formed in the same year following Kingston's attendance at a meeting in Liverpool. After the Mission had departed, and from the 1990s to its demolition in 2010, the building displayed a large sign bearing the words 'Figure Factory' where the Mission's cross had been.

32 See WoWS Part 8, *Liverpool History*, 14 (2015), p.29. Public access to India Buildings (its 'Holt's Arcade' follows the route of Chorley St) was denied from Dec 2017 as conversion work commenced prior to the arrival of HMRC.