

# Hull Museum Education

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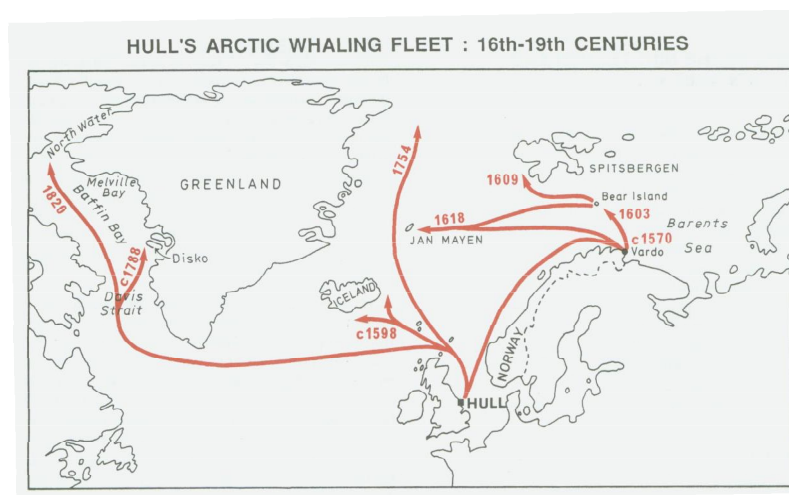
## Hull Trade and Shipping

Hull was confirmed as a major port when it was purchased by Edward 1 in 1293 and became the King's town, Kingston upon Hull. Wool dominated exports and the monopoly of the De La Pole family enabled them to be Edward III's bankers, financing the war with France. Lead, bricks and tiles were significant exports while imports from the Baltic were pitch, hemp and timber (oak and pine) all of them vital to the development of local shipbuilding and maintenance of the trading fleets.

Growth of the Arctic whaling trade in the eighteenth century provided whalebone (baleen) and oil most of which was traded coastwise to London. Coal was a major element in our coasting trade with Newcastle providing fuel for Hull and towns throughout the north. Development of the canal system from the eighteenth century meant that Hull was the focus of a rapidly growing two way trade, raw materials inwards and manufactured goods and produce outward, which involved the whole of the north of England and the Midlands, as they underwent the 'industrial revolution.

The nineteenth century saw the advent of the railways which increasingly took cargoes –including coal and manufactured goods –from the canals. It provided rapid transit for perishables, such as fruit and fish. More and more fruit, oil seeds, and iron ore (Sweden), hides (America), and butter and bacon entered Hull which also became the base for a burgeoning North Sea fishery. Large quantities of fish provided a cheap supply of protein for the ever-growing industrial towns. Wheat was being imported from Egypt and later from the USA and Canada much of it processed in local mills (Ranks etc) as were the oilseeds from Africa and the Far East. By the end of the century Hull was the centre of the Empire's oilseed importing and crushing trade.

Since the 1960s instead of local industries being established to process raw materials or utilise the refined products (milling, paint manufacture based on linseed, etc.) goods increasingly arrived in containers and were transported via a developing motorway system to sites all over the country. The port of Hull continues to expand but without most of the associated industry The liberation of the Baltic States from Russian domination has led to a major revival of the ancient timber trade with northern Europe.



[FEBRUARY 21, 1840.]

**ORIGINAL CORRESPONDENCE.**

“ AUDI ALTERAM PARTEM.”

**INDIAN TRADE.**

TO THE EDITOR OF THE HULL ADVERTISER.

SIR,—It affords me unspeakable pleasure to observe that the East India Directors have at last discovered their duty, and have petitioned the House of Lords to do justice to India, by giving that most important part of the British empire the same advantages as are granted to our Colonies. Whilst this country was under the dominion of the Tories, and natives of the United Kingdom could not hold estates in India, it was natural enough for our aristocratic government to favour the Colonies, where our nobility and gentry are large landholders; but now we have an administration who have evinced a desire to introduce a better system both into India and our Colonies. That our Whig rulers have done much for India, by equalising the duties on sugars from Bengal and the Colonies, cannot be denied; but much more remains to be done. The East India Directors are seldom to be admired. Their conduct in the present instance, however, is most praiseworthy, and we ought to render them every assistance in our power. I would suggest that the Chamber of Commerce immediately take the subject up. It is our interest as much as our duty to go with the East India Directors; for London, Liverpool, and Bristol, will always monopolise the West India trade, in consequence of having made large advances to the planters, whereas India is yet free from that kind of influence.

I am, Sir, your obedient servant,  
MERCATOR.

**HULL SHIPPING.**

SIR,—The town of Hull is greatly indebted to you for pointing out its eligibility for manufactures, and the injury it has sustained from not having a sufficiency of shipping for its trade. To your efforts we may attribute the formation of the Flax and Cotton Mills and the Shipping Company.

You have also recommended an extension of our ship-building establishments; and although you have not yet been attended to, there is no doubt you soon will be, for the want of dry or graving docks is now most severely felt, and it is thought some ships cannot be accommodated before next April. It is a singular circumstance that there is only one graving dock in the Port suitable for a large steamer. The Corporation and Trinity-House are partly censured for the inconvenience under which the shipping interest is suffering, because those bodies have unoccupied ground fit for the purpose, and it is said they will neither let nor sell.

Yours, respectfully,

A SHIPOWNER.