

Go through the doorway in the wall and onto Great Howard Street. On a Sunday you can turn left and visit the Heritage Market in the Stanley Dock south warehouse and the big Tobacco warehouse. The warehouses are worth visiting for their architectural features rather than the goods on sale. If you go through the tobacco warehouse you can walk alongside Stanley Dock. Go through the market and exit on the other side.



If the market is closed turn right and then take the next left, Walter Street. At the end you are faced with the dock wall, here in white stone. Turn left and onto the lift bridge. Left of the bridge (west) is Stanley Dock. You can see the opening on the far side where the canal meets the dock. On the other side of the bridge are Collingwood Dock and Salisbury Dock. You can't miss the clock tower by the gates to Salisbury dock.



Walk south along the dock road leaving behind the monumental tobacco warehouse and head towards the city. The dock wall here is brick and tall. There are bonded warehouses with small barred windows to prevent theft. Soon we come to the ventilation tower of the Mersey

Tunnel on our left and the large grain warehouse of Waterloo Dock (now apartments) on our right. Past Toys-R-US, at the roundabout turn right. Princes Half-Tide Dock and Waterloo Dock are on the right and Princes Dock on the left. Head south either on the riverfront or alongside Princes Dock. At St. Nicholas Place is the memorial to engine room workers killed at sea. This was originally intended to be a memorial to the engine room men who died on the Titanic.

Soon the canal dock link will allow boats to sail from Stanley Dock along the river front to the south docks. There is plenty to see and do around the river front. The Maritime Museum and Tate art gallery are at Albert Dock. It is a short walk back to the city centre.

Walk 3: Liverpool Terminus and Dock Link ~ 2 miles

Parking: There are many carparks in Liverpool

Rail: Liverpool Lime Street connects to the national network, Moorfields and James Street are on the local network



We start at **Old Hall Street**. This was the original terminus for the canal in Liverpool. Clarkes Basin was once here which was used for transshipping goods between the docks and canal. The brick building, which is now part of the hotel, is all that remains of the old terminus complex. The girder by the brick building has information about the basin and the trade that was once so important. The road names here give a clue that the canal was once here: Old Leeds Street and Leeds Street.

At the end of Old Hall Street, at the mirrored building, **turn right into Leeds Street** and then cross the duel carriageway to take the next **left down Pall Mall**. The canal terminus moved here in the 19th Century when the canal company sold land to a rail company. The warehouses and site manager's house still stand though the canal company headquarters are now replaced with a car show room. These buildings were part of the modernisation of the canal in the late 19th Century. They allowed the canal to continue trading and compete with the railways. The large doorways of the warehouses have metal surrounds. Note the maker's name. The wide doorways allowed wagons to load and unload from the barges in the basin directly behind the warehouse. The canal basin was filled in during the 1960s. It is now a car park. There are still some mooring rings and quayside stones visible. At the north end of the warehouses is a wall which was part of the canal company's offices. These buildings were used by the Liverpool & Wigan Canal Mission, formed in the 1860s to improve the lives of boatmen by teaching them reading, writing and other practical skills. On the horizon is the massive tobacco warehouse.



Turn right into Chisenhale Street. The road now goes over the former Chisenhale Bridge, the first bridge on the canal, Bridge A. It is possible to look through the railings and see the faded blue of the bridges metal work. The building on the other side of the bridge was a canalside public house which had a door on the towpath for boatmen. At the basin there was a rubbish incinerator, a power station and coal yards; all served by the canal. The canal water was used for cooling and returned to the canal hot. The canal steamed which was more popular with swimming children than the boat crews.



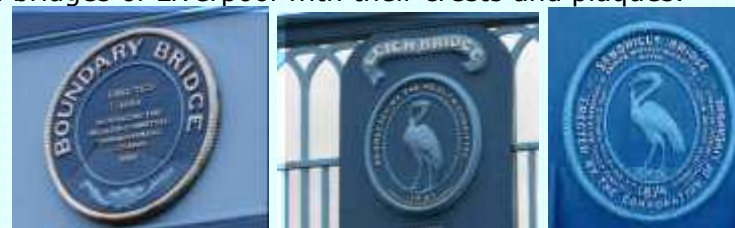
Cross the old bridge and continue on to the **end of the road, turn left** and then **take the next left into Burlington Street.** This area was once Tate and Lyle's sugar refinery, all that has gone now and has been replaced with the Eldonian Village housing development.

Go into the car park of the Eldonian Village Hall on your right. Cross the car park. In front of you is the current terminus of the Leeds Liverpool Canal. Before taking to the towpath look behind you at Burlington Street Bridge B. This bridge replaced a smaller stone bridge that once stood here. When it was opened this was a smart white bridge now little more than a concrete wall with yellow bushes in front of it. This end of the canal was once a hive of industry with gas works, bottling plants, cooperages, tanneries, refineries, and coal wharfs. The towpath starts here and goes all the way to Leeds. The first bridge we come to is **Vauxhall Bridge**, a new bridge with no number or letter. After Vauxhall Bridge is the Stanley Dock Branch which takes the canal down to the docks.



Walkers have the choice of staying on the mainline to Bootle or turning down the Stanley Dock arm and heading back to the pier head.

If you continue on to Bootle you will pass underneath the blue iron bridges of Liverpool with their crests and plaques.



Look out for the warehouse by Bank Hall Bridge which had a canal arm loading bay (now bricked up) allowing barges to be loaded directly into the warehouse above. You can leave the towpath at Stanley Road Changeline Bridge (2A) and catch a train from the Bootle New Strand station.

The Stanley Dock branch was built in 1846. The locks and the docks at the end were designed by Jesse Hartley and his distinctive stonework can be seen here.

There used to be a bridge across the junction here but it has been replaced by a pipe bridge which uses the original bridge support. This area is now residential and looks much smarter than the ramshackle sheds the new houses replaced.



MerseyRail's Northern Line crosses the canal halfway down the branch, up above on a viaduct. Carry on down to the end of the branch where the canal disappears under Great Howard Street. To the right of the last lock is a sloping concrete wall.

This was the entrance to the Bridgewater Basin. Lookout for the mussels and seaweed below the last lock. We leave the canal here.