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THE

STRANGER IN LIVERPOOL.

D.

THE
Stranger in Liverpool;
OR,
AN HISTORICAL AND DESCRIPTIVE VIEW
OF THE
TOWN OF LIVERPOOL
AND ITS ENVIRONS.

Full are thy cities with the sons of Art;
And Trade and Joy in every busy street,
Mingling are heard; e'en Drudgery himself,
As at the car he sweats, or, dusty, hews
The palace stone, looks gay. Thy crowded ports,
Where rising masts an endless prospect yield,
With labour burn, and echo to the shouts
Of hurried sailor, as he, hearty, waves
His last adieu, and, loosening every sheet,
Resigns the spreading vessel to the wind.

THOMSON.

THE SEVENTH EDITION,
WITH CORRECTIONS AND ADDITIONS.

Liverpool:

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E. Willan; J. Taylor; R. Warbrick; and C. Marshall.

1823.

D.



Entered at Stationers' Hall.

ADVERTISEMENT.

THE subjects of this volume have been presented so repeatedly to the public by different writers, that from a more recent publication little of novelty can reasonably be expected.

The "*History of Liverpool*," by Enfield, the "*General and Descriptive History of the Town of Liverpool*;" and the detail of the history and commerce of Liverpool in Dr. Aikin's "*Description of the Country round Manchester*," (the principal authorities here made use of,) are performances which, from the extent of their plan, and the respectability of their execution, must have the first claim upon the attention of those who would enter minutely into the history of this opulent and flourishing town.

The following Publication, though more humble in its pretensions, will not, it is presumed, be deemed either unnecessary, or unworthy the notice of those for whose use it is principally designed.

Advertisement.

The objects of the Publisher were—to form such a compendium of the History, Topography, and Commerce of the town of Liverpool as should be sufficiently limited for convenient reference, without omitting any thing of material importance;—to introduce such additional information as recent changes and improvements had afforded;—and to dispose the whole into a methodical and easy arrangement.

In these he flatters himself that he has so far succeeded, as to present the reader with a volume which, by excluding minute and unnecessary details, comprehends a greater variety of interesting and useful matter than has hitherto been furnished on the subject; and which will be found equally useful as a Pocket Companion for the Stranger, and a Book of occasional Reference for the Inhabitant.

An Appendix, containing some interesting extracts from an ancient Manuscript written about the middle of the seventeenth century, relative to the state of Liverpool at that period, is added to the present edition.

Liverpool, May, 1823.

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THE
STRANGER IN LIVERPOOL.

HISTORY.

General Remarks.

NEXT to those studies which are strictly scientific, that of history deservedly holds the highest place. It combines rational recreation and the most valuable instruction. By it we obtain access to the wisdom and experience of former ages, and become equally familiar with the nations of antiquity and with those which now divide the empire of the world. In attentively tracing the progress of nations from a savage state, through every intermediate stage of improvement, to civilization, order, industry, opulence, refinement, and power, we cannot fail to derive a kind of knowledge which, being always capable of practical application, is of the highest individual and general importance. The human character is developed; the operation of those causes which call forth the reluctant energies of man is ascertained; and whatever has a tendency to accelerate or retard national improvement is strongly marked. In the scene thus unfolded to the eye of contemplation, the moralist

and the philosopher, the merchant and the statesman, are all interested.

Local history is more humble in its pretensions ; but, though inferior in the estimation of literature, it has a station, on the scale of utility, of considerable elevation. A just estimate can be taken of a nation only by considering its component parts—cities, towns, and villages. Whatever may be its public pretensions, whatever splendour it may occasionally derive from military achievements and conquests, it is in them that we are to look for the true evidences of its strength or weakness, wealth or poverty, its real or factitious grandeur. The national map is often on a scale too minute for accurate observation : the provincial scale is more extended ; objects are brought under the eye in detail, distinguished without difficulty, and decided on without mistake. In this view, Great Britain claims a very distinguished pre-eminence. Her internal state courts observation, and opens with conscious pride to the investigating eye. The just boast of her annals are her domestic improvements. The comparison of the present with the past, while it excites admiration, swells the bosom with the warmest ardours of patriotic attachment. Ill defined and unsettled claims, productive of endless strife between the different orders of society, have been succeeded by a government wisely poised, fixed, and paternal : desolation and barrenness are exchanged for fertility and beauty ; and simple military stations, or the casual assemblages of the cottages of

General Remarks.

peasants and the huts of fishermen, have risen into extensive and commercial towns and cities, where an immense population, by habits of industry, and the culture of science and the arts, obtain the comforts and, frequently, the elegances of life.

Among many instances of such civil transformations, Liverpool may be adduced as one of the most eminent. The date of its existence is comparatively modern; and, either owing to its local advantages not having been duly appreciated, or to the general absence of the spirit of commercial enterprise, it has but lately emerged from obscurity; but its rise has been so unprecedentedly rapid, and its political and commercial relations have become so important, that it can no longer be passed over without observation, or observed without interest.

General interest, however, is a merit which neither the history nor topography of Liverpool can justly claim. Here are no valued remains of ancient, barbarous, or classic architecture; no obsolete inscription, in characters half obliterated by time; nor any of the more portable relics which adorn the antiquarian cabinet, rendered sacred by the accumulated rust of ages. The attention is not arrested by sudden and frequent revolutions; nor the imagination seized with tales of

“Deeds heroic, sieges rais’d, or battles won.”

Its history is the history of the silent, but powerful, operations of industry; and its topography stands an

 Etymology.

honourable monument of ardent activity and well-directed enterprise, receiving, through the whole process by which it has been created, the improvements of science, and yielding to the empire of a cultivated taste.

In introducing an account of Liverpool, the curious reader may wish to be made acquainted with the etymology of its name. On this subject, however, little can be advanced with certainty. The names of places, it is true, have not, in general, been arbitrarily imposed, but have taken their rise either from local peculiarities, or some striking occurrence; but the distance of time, the corruptness of provincial pronunciation, and the orthographical varieties in writing in different periods, have often rendered that uncertain, which originally was intelligible and descriptive. The latter part of the name of Liverpool is said to have been assumed from the circumstance of the town being situated formerly on the borders of a pool, which occupied the site of the Old-dock, and flowed with the tide in the direction of Paradise-street, Whitechapel, and Byrom-street; and of this there can be no doubt. The harbour was anciently called the Pool, as is evident from the name of the street leading to it—*Pool-lane*. Conjecture has been more active to ascertain the derivation of the former part. Some have derived it from a species of liverwort, said to be found on the seacoast. Others, with greater appearance of correctness, have supposed that it took its name from a kind of waterfowl, anciently

 Etymology.

distinguished by the name of the liver, or lever, and bring the proof of its existence from the borough arms, the crest of which is a bird bearing that appellation. But, granting the existence of this species of waterfowl, that they were found in the pool in question in sufficient numbers to denominate it *Liver's-pool*, or *Liverpool*, as some have contended, is merely a hypothetical position. It is, at least, certain, that no bird of that kind is now found in the neighbourhood. Nor will the authority of the town-seal bear out this derivation. The present manner of depicting that device, it is true, is in the form of an aquatic bird, somewhat resembling a crane; but in the corporation-seal, a copy of which is given in Gregson's *Fragments*, the rude representation of the bird bears no resemblance to any of the aquatic species. The appearance is, indeed, that of a dove, with an olive branch, which olive branch appears to have been corrupted, by painters and sculptors, into a branch of seaweed, the better to correspond with the ideal aquatic *liver*. From the word "Jovis" on a scroll at the foot of this bird, Mr. Gregson thinks that the device is an eagle, as if the bird of Jupiter were intended. But the age of classical allusion had scarcely then commenced, and this interpretation appears too refined. The figure on the seal, which has been so extremely metamorphosed, is plainly that of a dove with the olive branch, whatever may have been the intention of the insertion of the word "Jovis" and the

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 Etymology.

crescent. Its ancient orthography is produced by another author in favour of a third conjecture. In the charter of Henry II, 1173, it is said to be a place which the "Lyrpul men call *Litherpul*." Now *Litherpul*, in the dialect of the country, signifying *lower pool*, and this being the appellation before the town was incorporated, and, consequently, before the liver was assumed as a part of its arms, the author concludes this to be the true derivation, and that all the modes of spelling since observed have been accidentally introduced. But it is, perhaps, the best conjecture, that, as the whole estuary of the Mersey, turning from Runcorn to the sea, was anciently called *Lyrpul*, *Lyrpoole*, or *Litherpul*, the hamlet of *Liverpool*, being the largest collection of buildings immediately upon this pool, or haven, obtained likewise the name of *Lyrpul*; by which it is, even to this day, known amongst the country people.

Still, however, we want the reason of the change of name, through all its varieties, from *Lyrpul*, *Litherpul*, *Liverpull*, *Lyvrepol*, *Lyverpole*, *Leerpool*, to *Leverpool* and *Liverpool*. This could not have been wholly the effect of accident, or why has not the village of *Litherland* been also converted, in the same manner, into *Leverland* or *Liverland*? Nor will the casual deviations of orthography wholly account for it. The present name is, in its former part, there is no doubt, changed from the original one, which, after all, may have been connected with the family name

of Lever, which is certainly of great antiquity in this county ;* and this change appears to have been facilitated by the adoption of the real or imaginary bird, the liver, into the arms of the town after its incorporation, and, the original name being usually written and pronounced elliptically, Ly'r, for Lither, left it for succeeding writers, when expressing it at length, to supply the elision in their own way, and the liver, standing as so commanding an authority in the arms of the town, soon determined the contest in favour of the present appellation. The contest between the *i* and the *e*, in the initial syllables of Lever and Liver, as it does not bear upon the main etymological question, is of little importance. Enfield contends for the former orthography ; but custom has decided it for the latter.

We should be satisfied to dismiss these varying opinions respecting the etymology of the name of Liverpool, without arriving at certainty, could we, in return, procure authentic documents to guide our inquiries into its origin and the early periods of its history. But here we are again taken into the fairy region of conjecture. Baxter would trace its antiquity as high as the Roman conquest, and supposes it to have been the harbour of the Setantii, mentioned by Ptolemy. This, however, is not correct. The principal harbour of the Romans, in Lancashire, the

* Mr. Gregson denies, that the Lever family are of an antiquity high enough in the county to "*originate*" the name; which may be true, but its *corruption* might result in the way we have stated.

Portus Sistuntiorum, was the estuary of the Ribble, and, from the great singularity of the name they conferred upon it, *the Harbour of Lancashire*, it appears to have been the only river in the county that was so employed by them. Passing through the centre of the Sistuntian country, and opening with the largest mouth into the sea, the Romans naturally preferred it to the Mersey or the Lune. The present site of Liverpool is also entirely out of the range of all the Roman roads which have been hitherto traced. Had it been a Roman station, it is more than probable, that here, as well as in other places of that description, some monument would be left to perpetuate the fact: but no vestiges of Roman antiquities have ever been discovered. So far from having any authority for placing its antiquity so high, it is not certain that it had an existence even at the time of the Norman conquest. William, in conformity to the practice of the age, having secured the throne, divided the kingdom into baronies, and distributed them among the chiefs who had shared his dangers, and whose valour had ensured his success. The survey of the kingdom which this circumstance occasioned gave rise to the roll called *Domesday-book*, which is an account of all the lands in England and their owners. From this book it appears, that all that part of Lancashire which lies between the rivers Ribble and Mersey was granted to Roger of Poitiers, third son of Roger de Montgomery, an intimate friend and counsellor of the conqueror, and who was by him created earl of Arundel and Shrews-

bury. But, though the names of Everton, Formby, Litherland, and several other villages adjoining the town, are found in this record, no mention is made of Liverpool: so that, at least, it must have been too inconsiderable to require notice. The track of land now occupied by Liverpool and its immediate vicinity appears, however, to be that which is called, in Domesday-book, "*Esmedune* or *Smedune*," which is described as "one carucate of land worth thirty-two pence." Smethom, or Smedone lane, appears to have derived its name from this track of land. Could it be authenticated, that this Roger of Poitiers built a castle here, and there appears little reason to doubt it, we might fix upon this occurrence as either bringing the hamlet into notice, or as leading to an erection of houses, and thus laying the foundation of one; as, in those unsettled times of almost universal pillage, it was usual for people to fix their habitations near the castle of some powerful chieftain, for the sake of enjoying his protection from those predatory parties who were continually scouring the country and plundering the inhabitants. Camden, who wrote about 1586, ascribes the building of this castle to Roger of Poitiers; and, as it was the general custom for the barons to erect castles upon their baronies, for the security and defence of their royalties, it is by no means improbable, that he might erect one in a place so advantageously situated. The assertion of Morery, that the castle was built by king John, deserves little regard, as no authority is adduced for its support; though Leland says, "the king hath a castelet there."

Camden further informs us, that the wardenship of the castle was bestowed by the baron upon Vivian de Molyneux, whose descendants still enjoy estates in the vicinity, and in that family it continued as late as the 30th of Elizabeth.*

* We insert the following from Gregson's Fragments, as illustrative of the feuds and manners of ancient times:

"During the time of Henry VI, whilst some of the Stanley family lived at the tower at the bottom of Water-street, then the northwest corner of the town, the Molyneux occupied the constablership of the castle of Liverpool, which stood on the south side, and dwelt at Croxteth, near Derby Chapel. A difference arose between the two families, the following account of which is given in Dodsworth's MSS. vol. lxxxvii. page 39.

'Anno 1424, 3d year of Henry VI.

'To the honble. maister Troutbeck, chancellour of our lord the king of the duchy of Lancaster, and to the king's counsel, Ralph of Ratcliffe, and James of the Holts, justices of the peace within the said county of Lancaster, send greeting in God Almighty:

'Certificant you, that on Monday next after Midsummer-day of the 3d year of the reign of k. Henry VI, after the conquest, that at Manshester sir Richard Ratcliffe, sheriff of the county of Lancaster, shewed us a writ directed to him from our lord the king, making intention that there was great rumor and congregation of routes between sir Richd. Molineux, sometimes dwelling at Sefton, in the county of Lancashire, kt. on the one part, and Thomas Stanley the younger of Liverpool, of the county of Lancaster, esq. on the other part, charging the said sheriff to take power of the said county, and sette ond withstand the said Richard's congregation. Wherefore the said sheriffs charged us and many other gentry of the king's behalfe, and as we that were keepers of the king's peace, that we should go with him to Lierpull, then as the said congregation and riots were ordained to be: and the said sheriffe and we gede to Lierpull on Wednesday next after, and there we found the said Thomas of Stanley in his father's house, and with a multitude of people in the town to the number of two thousand men and more; and we asket him the cause of that assemble of king's people, and he was informed, that the said sir Richard of Molineux will come hither with great congregations, riots, and great multitude of people, to slea and beat the said Thomas, his men

 Ancient History.

The castle was granted to the town in 1704, at the rent of £6.13s. 4d., the constable's salary; and about this time the parish received a rent from the corporation for some houses in it. In 1715, an arrangement

and his servants, the which he would withstand if he might. And he the said Thomas said that he would find sufficient surety of the peace for him and all his, so the said Richard would find surety in the same form; and even that the said Thomas agreed him to be surety to the said sheriff, and to the commandment of the said justices of the peace, and to go to whatever ward you would assign him; and hereon the Friday next after ye sheriffs arrested the said Thomas, and committed him to ward: and the said sheriff made cry, that the people that there was should go with him to help him to execute his office; and ye most parts of all the people then being and thither coming by his commandment agreed then to go with him at his commandment if he would have them; and the said sheriff he commanded of the justices of peace of you the said chancellor, that there was yadden up to the West Derby Fen, and there on a mow within the said town, we saw the said sir Richard with great congregations, route, and multitude, to the number of a thousand men and more, arrayed in manner as to go battle, and coming in fast towards Lierpull town; and the said sheriff arrested the said sir Richard, and committed him to ward: and for as much as we think requisite ye sheriffe before said to certify us of the said riot, for as much as we were then present; and the which certificate he would not agree, therefore the said Ralph and James certify you in the form before said.

'Written on the xvi day of July, in the year before said. The schedule served to this certificate as follows: Be it had in mind, that I the said William Troutbeck, chancellor of Lancaster, have showed this certificate to sir Richard Rathcliffe, sheriffe of Lancashire, and desired him to record it: and he said he would not record it on all things as above written.

'Henry, king of England and France, dnke of Ireland to his chancellor of the county palatine of Lancaster, sends the following *mandamus*:

'We command, &c. That Thomas, son of John Stanley, soldier, now residing in my castle of Cliderhow, shall withdraw himself as far as the castle of Kenilworth; and that Richard Molineux, soldier, residing at the castle of Lancaster, shall withdraw himself as far as the castle of Windsor.—Given at Westminster, the 3d year of my reign.' Anno 1424."

was made between the parish and corporation, on which the parish conceded their rights to the corporation, and, the remains of the castle being taken down, St. George's church was built upon its site. The castle was moated round, and the ditch was in a circular form, which is even now in part displayed by the circular turn of Castle-ditch and Preeson's-row, to Moor-street, from whence it was carried round by the top of Harrington-street to the top of Lord-street, and so completed the boundary. The upper part of Moor-street was called the Dry-bridge within the last sixty years. The castle was designed to command the harbour, and from the ditch to the river was a covered way, through which the ditch was filled with water, and by which, when the tide was out, they brought in men, provisions, and stores of war, as occasion required.

The first event which secured to Liverpool any permanent commercial advantages was the conquest of Ireland. A number of English adventurers had, in 1169, made a few settlements in that country; and the whole was conquered by Henry II, in 1172, who granted the lordship of Ireland to his youngest son, John. The importance of the port of Liverpool, on account of its relative situation to Ireland, was, in consequence of this conquest, immediately discovered; and it became of considerable service to government, both for the convenience of conveying troops, military stores, &c. to and from Ireland, and the readiness with which the commodities of both

countries could be interchanged. For these reasons it was taken under the royal patronage. Henry II granted it its first charter in 1173, and erected bur-gage houses for its merchants. A second charter was granted by John, in 1207; which specifies, that "all who have taken burgage houses at Lyrpul shall have all the liberties and free customs in the town of Lyrpul which any other free borough upon the sea has in our territories." And Henry III, in 1227, for a fine of ten marks, after confirming the grants of former charters, constituted it a free borough for ever, with a merchant-guild, or society, and other liberties. The town, thus chartered, and holding out these advantages to traders and others, began to assume an aspect of more importance, and to give some presages of its future prosperity. A trade, considerable for the age, and the state of manufactures and commerce, was soon carried on, both coastwise and with Ireland. The exports to the latter consisted of iron, charcoal, woollen cloths, armour, horses, and dogs; and the commodities brought in return were linen cloth and yarn, fish and hides.

It is not known when, or by whom, the building called the tower, which stood at the bottom of Water-street, was first built. The following attempt to throw some light upon the subject is now, for the first time, submitted to the public eye: another account is also annexed; and, on a subject which is involved in so much obscurity, the judicious reader will determine best for himself. In 1264, Henry the

Third gave to his son, Edmund, earl of Lancaster, "the honour of Derby, with all the castles, manors, and lands," forfeited by Robert de Ferrers, earl of Derby; among which Liverpool must have been included; for, in one of the escheat rolls of Edward the First, now in the Tower, Edmund, earl of Lancaster, the king's brother, who died in 1296, among other property, is stated to have held "Liverpole maner' cum passag' ultra Mersey." He was succeeded by his son, Thomas, who forfeited all his honours, and was beheaded. Henry, his youngest son, then succeeded, and, in 1327, obtained an act for reversing the attainder of his brother, and, consequently, became repossessed of all the lands and lordships which either his brother or father had held. At this time, an inquisition being taken before the escheator of the county, the above return was made. He died in 1345, and was succeeded by his son, Henry, who was at that time signalizing himself in the wars in France; on his return, he was highly honoured by king Edward the Third, who, in 1350, created him duke of Lancaster, at which time Lancashire was first made a county palatine. In the succeeding year, he received a special command from the king to keep a strict guard on all the seacoasts of Lancashire, and to arm the men he had already raised for the public service.

It is not, perhaps, very improbable, then, that the tower was first built about this period; for at that time the town was completely open to the river, and

this building might have been erected, either as a place of residence occasionally for the lord or his deputy, or as a protection for an out-guard from the castle to keep watch, and give notice of the approach of an enemy, for which its situation at that time must have been peculiarly favourable. Duke Henry died soon after, and Dugdale informs us, that, in 1360, a partition of his property was made between his two daughters, coheireses, when his manors in this part were assigned to his youngest daughter, Blanch, wife of John of Gaunt, afterwards duke of Lancaster, from whom they passed to the crown, in the person of his son, Henry IV, by whom, it seems probable, the tower was granted to sir John Stanley; for it is certain that, in 1405, sir John Stanley, then steward of the king's household, and lieutenant of Ireland, obtained a license from the king "to fortifie an house at Liverpoole [which he had newly built] with embattled walls." Seacomb informs us, that about the year 1360, in the reign of Edward III, it was the property of sir Thomas de Lathom, of Lathom; who presented it, with several houses and portions of land in Liverpool, to sir John Stanley, knight, a famous warrior, who had married Isabel de Lathom, his only daughter, and heiress of Lathom. By this marriage he also obtained Lathom and Knowsley. He was descended from the Stanleys of Hooton, an ancient and respectable family, and became the founder of the Stanleys of Knowsley, afterwards and now earls of Derby; also

of the Stanleys of Alderley-park, near Macclesfield, now of Winnington, in Cheshire.*

What kind of building the tower was, previous to its becoming the property of sir John Stanley, we have no means of judging; or whether he entirely rebuilt or only enlarged it. After having been the residence of nobility, its hall was at length converted into an assembly-room, and was used for that purpose to the middle of the 18th century. As late as 1734, it was, however, the occasional residence of the earls of Derby, for in that year James, earl of Derby, gave entertainments in it, being at that time mayor of Liverpool. By a strange vicissitude, this abode of greatness was afterwards converted into a prison, and

* Of this gallant knight we have the following notice in Gregson's Fragments.

"*Sir John Stanley*, who was the husband of *Isabella de Latham*, was considered a very accomplished gentleman. He was a younger brother, as we have shown, and inherited for his patrimony an old family seat called Newton, in the hundred of Macclesfield. He applied himself to arms, and in order to improve himself in the art of war, he travelled over the greater part of Europe. According to Seacombe, he visited Constantinople, and, returning through France, joined the court of Edward, then held in the city of Winchester, where he was challenged by, and entered into single combat with, a famous French champion, in a tournament under the walls of that city, and gained the victory, in the presence of the King and a numerous crowd of spectators. This public and gallant action attracted the favourable attention of the king, who honoured him with knighthood, as the reward of his bravery.—Amongst the ladies present was the heiress of Latham; young, beautiful, and rich. Sir John declared himself her champion and admirer, and had the good fortune to gain her affections and to marry her, though her father was at first averse to the union."

the noisy festivity of affluence gave place to the groan of confinement and the sigh of penury; but in 1811 the prisoners were removed to a more comfortable place of abode. At the close of 1819, this venerable relic of antiquity was itself completely removed.

The state of Liverpool, from the 14th to the beginning of the 16th century, when Leland visited it, in his tour through the kingdom, is unknown. Its charters were confirmed, and its privileges enlarged, by Edward III, Richard III, and Henry IV; and there is little doubt that its commerce was extended, and the number of dwellings and inhabitants increased. Leland's account of the town is both curious and favourable.

“Lyrpole, alias Lyverpoole, a pavid towne, hath but a chapel. Walton, a iiii miles of nat far from the se is parochie chirch. The king hath a castelet there, and the erle of Darbe hath a stone howse there. Irisch marchauntes cum much thither, as to a good haven. After that Mersey water cumming toward Runcorne in Cheshire lieth amonge the commune people the name, and is Lyrpole. At Lyrpole is smaule custume payid that causith marchauntes to resorte. Good marchandis at Lyrpole, and moch Yrisch yarn that Manchester men do by ther.”

From this account, it appears the town was, at that time, in a flourishing condition; but, from some causes not ascertained, it afterwards experienced a decline. The town record states the number of

householders and cottagers, in 1565, to be only 138, which, allowing seven persons to a house, will give 966 inhabitants. The shipping, at the same time, consisted of ten barks (the largest of 40 tons burthen) and two boats, the whole making 223 tons, and navigated by 75 men; and at Wallasey, a creek opposite, were three barks, making 36 tons, navigated by 14 men. This reduced state of the town obliged the inhabitants, in 1571, to petition queen Elizabeth to be relieved from a subsidy which had been imposed on them, in which it is styled "her majesty's poor decayed town of Liverpool:" terms on such an occasion not likely to have been used, if the fact were not indisputable. Of the state of its population and trade we have no account from this period to the civil wars; though, from the attention paid to it by the parliament, and from its sustaining a brisk siege of a month's continuance from prince Rupert, it had certainly experienced a very considerable augmentation.

Camden's account of Liverpool, in 1607, is as follows:

"From Warrington the Mersey grows broader, and soon after contracts itself again; but at last opens into a wide mouth very commodious for trade, and then runs into the sea near Litherpoole, in Saxon Liverpole, commonly Lirpoole, called so (as 'tis thought) from the water spread like a fenn there. It is the most convenient and frequented place for setting sail into Ireland, but not eminent for its being ancient as for being neat and populous. For the name of it is not to be met

with in old writers ; but only that Roger of Poitiers, who was lord of the Honour of Lancaster, (as they expressed it in those times,) built a castle here ; the government whereof was enjoyed by the noble family of the Molineux, knights, whose chief seat lyes hard by at Sefton, which the same Roger de Poitiers bestowed upon Vivian de Molineux about the beginning of the Normans. For all the land between the Ribble and the Mersey belonged to the said Roger, as appears by Domesday."

In 1636, when writs were issued by Charles the First for the illegal exaction of ship-money, Liverpool was only rated at £25, whilst the neighbouring port of Chester was rated at £26, and Bristol at £1000. In 1643, a request was made by sir W. Breton to the parliament, who had, at this time, a committee in the town, that the ships might be suffered to remain for the defence of the coast ; when it was ordered, that all the public money that should be raised, either by the customs or the excise, or in any other way, should be applied for the safety and defence of the town. Seacomb's account of the siege and of the situation of the town at this time is so interesting, that we shall give it in full.

"The town, in 1644, was in the hands of the commonwealth, under the command of colonel Moore, who defended it some time for the parliament, against the army of prince Rupert, nephew to king Charles I. This prince, about the 26th of June, 1644, sat down before the town, which at that time was well fortified

with a strong and high mud wall, and a ditch twelve yards wide, and nearly three yards deep, enclosing the town from the east end of Dale-street, and so westward to the river. Dale-street end, at this time, east and southeast, was a low marshy ground, covered with water from the river, with which it was connected by that part of the town now called Paradise-street, within which batteries were erected to cover or guard against all passage over or through this water; all the street ends to the river were entirely shut up, and those to the town enclosed with strong gates defended by cannon. There was also a strong castle on the south [where St. George's church now stands] surrounded by a ditch twelve yards wide, and ten yards deep, from which to the river was a covered way, through which the ditch was filled with water, and by which, when the tide was out, men, provisions, and military stores were brought as occasion required. In and upon this castle were planted many cannon, which not only annoyed the besiegers at some distance, but also covered the ships in the harbour. At the entrance was a fort of eight guns to guard that, and to prevent all passage by the river at low water: in addition to this security, a great quantity of wool was brought here from Ireland, by such English protestants as escaped the general massacre. With this wool the besieged covered the tops of their mud walls, which saved them greatly from the small shot of the enemy. The town was at that time but small, either in appearance or reality. The prince fixed his

main camp round the beacon, [the present St. Domingo,] about a mile from the town, and his officers in the village near it. The batteries were mostly placed upon the ridge of ground running from the top of Shaw's-brow to the copperas-works, and the trenches in the lower ground under them, from whence the prince often attacked the town, but was as often repulsed. At length, after many fruitless efforts, his army entered on the 26th of June, about three in the morning, and put all to the sword till they came to the High-cross, [the spot where the Town-hall now stands;] when the rest of the inhabitants were sent prisoners to the tower, and to St. Nicholas's church, the prince taking possession of the castle."

Not long after, the town was repossessed by the parliament, and both houses ordered, that, in the public thanksgiving on the 5th of November, thanks should be offered for the "great success it has pleased God to give the parliament forces in the recovery and retaking of Liverpool." At this time, it appears, lieutenant-general Meldrum had the command; but in 1645 major Ashurst was approved by the house to be the governor of the town. In September of this year, on a petition of the mayor, bailiffs, and inhabitants, an ordinance was passed to settle the "milne and ferry-boats" on the corporation, as a satisfaction for the losses they had sustained. Five hundred tons of timber were also allowed for rebuilding the town, a great part of which was stated to have been burnt down by the enemy; and an order was made, that the

timber should be felled on the estates of the earl of Derby, lord Mollineux, sir W. Norris, Robt. Blundell, Robert Mollineux, Chas. Gerrard, and Edwd. Scarsbrick, esquires. Soon after this, the town was ordered to be fortified, with a garrison of 600 infantry; and 20 barrels of powder, with 200 firelocks, and match and bullet in proportion, were sent for their use. An ordinance was afterwards passed, by both houses of parliament for confirming the charters and liberties of the town; and the sum of £10,000 was granted to indemnify the inhabitants for the losses they had sustained. This sum was to be raised out of the estates of sir William Gerard of the Brin, Mr. Blandell of Crosby, Mr. Blundell of Ince, Mr. Chorley of Chorley, Mr. Fazakerley of Walton, and Mr. Scarsbrick of Scarsbrick; and £600 for the garrison was to be procured by granting leases of the earl of Derby's estate, to such of his tenants as were well affected to the parliament.

In 1659 a bill passed for the demolition of the castle, and the site, with a dwelling-house in the interior, and the old materials, were granted to colonel Birch, on condition of his carrying the order into effect. Soon after this, the works were dismantled, and the town was left wholly defenceless, except that a fort towards the river, near St. Nicholas's church, still remained.

The following is Blome's description of the place in 1673:

“Lerpoole or Leverpoole, commodiously seated on

the goodly river Mersey, where it affords a bold and safe harbour for ships, which at low water may ride at four fathom, and at high at ten ; which said river is navigable for many miles into the country, and affords abundance of all sorts of fowl and fish, especially great quantities of lamprys and smelts of the largest size, so plentifully taken, that they are commonly sold for 20 a penny.

“ It is an ancient borough and corporation, sending two representatives to parliament. It is governed by a mayor, bailiffs, aldermen, recorder, town-clerk, and common council, consisting of forty burgesses. And those that are free of this town have the great benefit of being free of Bristol, as also of Waterford and Weshford; in Ireland. It is of late, at the great charge and industry of the family of the *Mores*,* of *Bank-hall*, beautified with many goodly buildings, all of hewen stone, much to the honour and advancement of the said town; which family of the Mores, for some hundred of years, have had a large propriety therein, and at present continue chief lords and owners of the greatest share thereof, having divers streets that bear their name intirely of their inheritance; which hath so enlarged the town, that its church (though large and good, wherein were four chantries of ancient and honourable foundation) is

* The reader is referred to the Appendix to this work, for several highly interesting extracts from an ancient MS. in the handwriting of Sir E. More, relating to the state of Liverpool about this period, with which we have been favoured by a gentleman of the town.

not enough to hold its inhabitants, which are many ; amongst which are divers eminent merchants and tradesmen, whose trade and traffick, especially into the West Indies, makes it famous : its scituation affording in greater plenty, and at reasonable rates, then most parts of England, such exported commodities proper for the West Indies ; as likewise a quicker return for such imported commodities, by reason of the sugar bakers, and great manufactures of cottens in the adjacent parts, and the rather for that it is found to be the convenientest passage to Ireland, and divers considerable counties in England with which they have intercourse of traffick. Here is now erecting at the publick charge of the mayor, aldermen, &c. a famous town-house, placed on pillars and arches of hewen stone ; and underneath is the publick exchange for the merchants. It hath a very considerable market on Saturdays for all sorts of provisions, and divers commodities which are bought by the merchants, and thence transported as aforesaid. Amongst the places of antiquity that this town may boast itself of, these are not to be omitted, viz. on the south side stands a castle, (which commands the pool) built by k. John during his stay here for a wind to Ireland. On the west side upon the said river is a stately and strong pile of building, called the tower, erected many hundred years ago by sir Jo. de Stanley and his lady, who lye enter'd in the chancel under their alablaster tombs. On the north side is a mansion-house, called Old-hall, formerly More-hall,

which gives name to the street it stands in, wherein sir Jo. de la More, knt. lived temp. Hen. III, as did many of his ancestors before that time; the truth of which appears by several deeds now in the custody of the Mores, of Bank-hall, who are successively heirs in name and blood to them. And on the east side is an ancient mansion-house, called Cross-hall, where divers worthy gentlemen of that name have lived for many generations.* Here is also a great piece of antiquity, formerly a chapel, now a free school; at the west end whereof, next the river, stood the statue of St. Nicholas, (long since defaced and gone) to whom the mariners offered when they went to sea. And to add to the honour of the town, there hath been several mayors of the greatest families of this county; amongst which were divers of the earls of Derby, whereof one was lord high constable of England, one l. deputy of Ireland, four privy councillors, and several of them knights of the garter; and since his majesties restauration, for three years together a nobleman hath been mayor, viz. Charles e. of Derby, Thomas lord viscount Colchester, and William l. Strange, of Knocking.”†

Towards the later end of the 17th century, Liverpool was emancipated from its parochial dependence on Walton, in which parish it was before a chapelry only. An act for this purpose passed in the tenth

* Cross-hall, top of Crosshall-street.

† Vis. anno 1666, 1667, 1668

year of the reign of William III, 1699, by which it was granted, that, from the 24th day of June, in that year, the town and liberties of Liverpool should be a distinct parish of itself, separate from Walton : that the corporation should have power to build a new church, and a house for the rector, and to raise the sum of £400, by assessment on the inhabitants, for that purpose : that two rectors should be appointed, one for the new church, the other for the parochial chapel, who should enjoy all ecclesiastical benefits and advantages within the said town and liberties, as the rector and vicar of Walton had before enjoyed : that all parish dues, contributions, lands, and houses, belonging to the said rector, should be equally divided between the two rectors : that the patronage and presentation to the rectory should be vested in the mayor, aldermen, and common council, for the time being ; and that, in case any dispute should arise, the lord-bishop of Chester should decide, and appoint which of the two should be chosen. The old parochial chapel was, from this time, called the church of St. Nicholas, and the new one, of St. Peter. The population is stated, at this time, to be about 5000 persons.

As early as the reign of Elizabeth, a mole had been constructed to lay up vessels in the winter ; and a quay was also formed for the advantageous shipping and unshipping of cargoes ; but in 1710 the increase of trade had suggested the necessity of a wet dock ; and an act passed, empowering the town to construct

one. This was the first dock constructed in Liverpool: it occupies the place of the pool, or haven, and, since the construction of other docks, has obtained the appellation of the Old-dock. The number of the ships belonging to the port was 84, averaging somewhat less than 70 tons burthen each, and navigated by eleven men at a medium. But the port was frequented by above three times that number belonging to other places. As the Irish trade was the original branch of the Liverpool commerce, so it continued to be the principal one, and the decline of the port of Chester, with the increased traffic between the two kingdoms, gave great vigour to this intercourse. Many natives of Ireland successively settled in Liverpool, for the purpose of carrying on their commercial plans, and laid the foundation of some of the principal mercantile houses in it. They likewise contributed much to form the local character and manners of the town, which have considerably differed from those of the inland towns of Lancashire, as well as of other seaports. The relative situation of the Isle of Man with respect to Liverpool caused the greatest part of its trade also to centre in this port. The importation of iron, timber, hemp, flax, and naval stores, from the northern countries of Europe, must have been an early branch of business at a thriving port, connected with a country rapidly increasing in buildings and manufactures. And, as opulence and elegance of living gained ground, the supply of wine, fruits, and other articles from the

south of Europe would naturally be sought for by a direct importation from those parts, instead of the circuitous medium of London or Bristol.

The commerce of Liverpool was yet, however, in its infancy, and she occupied but a very inferior place among the seaports of Great Britain. According to Chalmers, the clearances outwards of all the British ships in the kingdom, in 1709, was 243,693 tons, whilst the tonnage of the vessels belonging to the port of Liverpool was 5789 tons, or as 1 to 42,095. But her attempts to the West India and American markets began to be successful enough to raise a spirit of emulation and to encourage enterprise; and from this time her shipping increased so rapidly, that in 1716 she possessed 113 ships, amounting to 8386 tons, navigated by 1376 men; and in 1723 they had risen to the number of 131. The prosperity of the port of Bristol held out sufficient motives of perseverance and exertion to the Liverpool traders; and, though they were not yet in a capacity to rival it, they appear to have made the most of those advantages of which their local situation and former endeavours had given them the possession. From Ireland they exported provisions, and from Scotland procured checks, handkerchiefs, and osnaburghs, for the ordinary demands of the plantations; and these, with various secondary articles with which they freighted their vessels, enabled them to obtain a small share of that lucrative trade which was carried on with America and the West Indies to a very considerable extent by

the more opulent seaports of the kingdom. But Bristol still maintained a decided superiority in these markets, owing to her proximity to the mackerel and pilchard fisheries, and to her German coarse goods being preferred to the ordinary Scotch checks and osnaburghs exported by Liverpool.

A time was, however, approaching more auspicious to her interests, in which she was destined not only to rival, but ultimately to rise superior to her powerful competitor. The improvements introduced about this time into the manufactures of Manchester became the means of extending the commerce of Liverpool. The Manchester manufacturers, conceiving themselves able to furnish the West-India markets with the same articles that the merchants of Liverpool obtained from Scotland, better in quality and on lower terms, began to turn their attention to the exportation of the produce of their own looms. The trial succeeded; and, in a short time, the Manchester checks, stripes, osnaburghs, and handkerchiefs obtained such a preference, that Liverpool, by this means, was enabled to acquire the monopoly of coarse goods at the West India market. The German, French, and Scotch manufactures of this kind were now no longer saleable, and the trade of Bristol in these commodities was completely annihilated. The benefits of this commerce were so considerable, that Liverpool, as we have seen, in about fourteen years, from 1709 to 1723, had increased the number of her ships from 84 to 131; and the towns of Liverpool

and Manchester each began to advance very rapidly in size and population.

In the year 1715 an act was obtained for the erection of a new church in Liverpool. This was built upon the site of the old castle, and dedicated to St. George. In 1720 the number of inhabitants was computed at 10,446: so that the population had more than doubled since the commencement of the century. The same year an act was passed for making navigable the rivers Mersey and Irwell as far as Manchester, and for opening a communication with Northwich and Winsford-bridge, by means of the river Weaver.

But, though the commerce just mentioned was of great advantage both to Liverpool and Manchester, it was by no means sufficient to raise them to any considerable degree of opulence; but an opportunity was soon afforded them of circulating their commodities to a great extent, and thereby to lay the foundation of their future fortunes. This was by a contraband trade with Spanish America. The goods exported from Old Spain to her American territories were laid under the most exorbitant customs; and the Cales company, which claimed the privilege of these exports exclusively, by virtue of its charter, paying also a yearly tribute to the Spanish government, every article in the company's invoice, upon its arrival at Vera-Cruz, Porto-Bello, Mexico, Lima, Quito, and other settlements, was charged upwards of three hundred per cent. beyond what the inhabitants had

been accustomed to pay when the trade was open. These extravagant charges almost placed the goods out of the reach of the purchasers; and, in proportion to their enormity, held out the more powerful inducements to an illicit commerce for the supply of the inhabitants. Accordingly we find, that the Spanish West India traders, in the neighbourhood of Jamaica, ventured to run in periguas, schooners, and large canoes, from the Havannah, Porto-Bello, Carthagena, and many small ports and creeks on the main, to Jamaica, to endeavour to buy checks, stripes, osnaburghs, and other similar articles, with which they had been supplied from the German looms under the heavy customs before mentioned. In this they succeeded so much beyond their expectations, as to find the goods not only cheaper, but much superior to what they had been accustomed to purchase. This success invigorated their future attempts, and the demand for Manchester goods increased to so great a degree, that frequently, on the departure of the Spaniards, there has not been a piece of check remaining for sale in the Kingston market. The returns to Liverpool and Manchester were made in actual specie, and their amount at once surprised and gratified the most sanguine hopes of the inhabitants. This branch of illicit commerce, which is said by Edwards to have vended to the amount of one million and a half of British manufactured goods annually, was in full vigour from the year 1722 to the year 1740; but the vigilance of the Spanish government



was such, that it gradually declined, and was, at last, totally abolished by an act of the British legislature.

But, before the abolition of this branch of commerce, Liverpool had ensured the continuance of her prosperity by engaging in the African trade; a source of commerce in which Bristol, from the year 1698, when it was laid open and the African company abolished, had found an equivalent for her loss of the dry-goods trade mentioned before. The share that Liverpool gained in the trade may be traced to the same spirit of adventure, and a coalition of similar circumstances. The Assiento company, who were settled at the Havannah, and claimed the exclusive privilege of importing all the slaves required by the Spanish settlements, found their contractors, through the failure of the South Sea scheme, unable to fulfil their engagements. It was with difficulty that a sufficient number of slaves was imported for the service of the government alone; so that the supply of the inhabitants was both precarious and inadequate. This circumstance led the Liverpool merchants into a contraband traffic with the Spaniards in slaves from the north side of Jamaica by the creeks and inlets on the south side of Cuba, to which small vessels could pass in a few hours. This accounts for fifteen ships belonging to Liverpool being employed in the African trade in 1730; the first that ever sailed to the coast from this port, with the exception of a single sloop in 1704. The attempt succeeded so much beyond the expectation of the adventurers, that factors on the

part of Liverpool were settled at Jamaica, and as many of the slaves as did not find a timely and secure market with the Spaniards remained on the island, and contributed to the occasional supply of the Jamaica planters, whereby an easy gradation was formed to the increase of that branch of the traffic in which Bristol had long been without a rival—the supply of the British plantations. In this, also, Liverpool became successful; the economy of her merchants in this trade enabling them to sell their slaves to the islanders four or five pounds per head lower than London and Bristol, and at the same time to afford themselves equal profit; while the immediate specie which was returned for the smuggled slaves strengthened their abilities to give that credit which had been hitherto allowed to the purchasers at Jamaica, by the London and Bristol factors. This, consequently, held out a strong invitation to the planters, who began to see their advantage in purchasing from Liverpool stores; and, finally, so firmly established and increased this branch of trade, that the ports of London and Bristol began to feel an abatement of their accustomed exports, in proportion as those of Liverpool advanced. Bristol, in particular, found her demand for slaves for the plantations rapidly lessen; insomuch, that in the year 1764 she cleared out only 32 ships for Africa, while Liverpool cleared out 74; and to such an height had the African trade of the town advanced at this time, that more than one-fourth of the shipping

belonging to her port sailed to the coast, and she had more than one-half of the African trade of the whole kingdom.

Such were the circumstances which laid the foundation of the commerce of Liverpool; circumstances which, having furnished her with ships, money, and credit, enabled her, after they had ceased to exist, to prosecute her interests in common with the rest of the seaports of the empire, and largely to participate in all those advantages which the perfection of our manufactures, the extent of our foreign possessions, and our naval superiority, have secured to the nation. The ships of almost every trading nation are now seen in her docks and river, and her commerce extends to every part of the globe.

It has been estimated, that one-twelfth part of the shipping of Great Britain is navigated by Liverpool; that it has one-fourth part of her foreign trade, one-sixth part of her general commerce, and one-half of the trade of the city of London. One-fourth of the ships belonging to Liverpool, previous to the abolition, were employed in the African trade; and it had five-eighths of the African trade of Great Britain, and three-sevenths of the African trade of Europe.

A more minute detail of commerce the limits of this work will not allow. The facts that have been noticed are sufficient to mark the astonishingly rapid rise of the port, and to place in a most striking point of view that eminence which it has attained by mercantile exertions; an eminence which, whilst the

nation of which it forms so conspicuous a part maintains its rank among the kingdoms of Europe, it is still likely to retain. Its intimate connexion with the rising empire of the United States, its vicinity to Ireland, its increasing commerce with the north of Europe, its colonial relations, its direct trade to Brazil and other parts of South America, the participation of the out-ports in the trade to the East Indies, of which it has for some years availed itself; together with its own local advantages, its important staple commodities of coal, salt, and earthen-ware, the unrivalled cotton manufactures of the county in which it is situated, and its connexion with the inland navigation of the kingdom, hold out the pleasing prospect of permanent and increasing prosperity.

Bristol and Liverpool, as we have seen, were, at an early period, rival ports; but the latter, though she started late, has not only overtaken, but surpassed her rival. Each, perhaps, is still desirous of keeping up the competition; yet the places are so situated as naturally to divide the trade upon very remarkable equalities. This equal distribution of advantages is especially remarkable in the home trade. Bristol lies open to the home trade, as well as Liverpool; but while the former trades chiefly to the south and southwest ports, from Dublin to Galway, the latter must have the trade of the east and northern shores, from Dublin to Londonderry. The one has all the south of England, and the other all the north, to

correspond with. Bristol has the southwest counties, extending northward to Shrewsbury: Liverpool the north and midland counties, extending southward to Birmingham. Nature has opened a communication by the river Severn between Bristol and the counties of Monmouth, Gloucester, Hereford, Worcester, and Salop; yet Liverpool balances this by the rivers Mersey, Weaver, and the various canals which now open a communication, not only into the heart of the country, but to the eastern shores, the Tyne and the Humber. Wales seems equally divided between them: Bristol commanding the havens down to Milford, and its centre by the rivers Wye and Lug; and Liverpool doing the same to the north, by the Dee, Conway, and the straits of Menai. Yet, notwithstanding these almost equal advantages, both for foreign and domestic trade, Liverpool has a very eminent precedence. For this many causes have been assigned; but, perhaps, the most operative will be found in its connexion with the manufactures of Lancashire, and in the genius of the place, and the liberal spirit which prevades it. Liberality of sentiment, with generosity of practice, is peculiarly favourable to commerce. It is the genial sun under which she flourishes, and without whose benign influence she dwindles and dies.

With the increase of trade and riches, we must connect the enlargement of the town and the increase of its population. As a proof of its present opulence, and how rapidly it has advanced in a very short space

Increase of the Town.

of time, little more is necessary than to notice the extensive ranges of excellent dwelling-houses and the numerous public buildings which meet the eye in every direction, the appearance and style of which denote them of modern erection, and equally mark the spirit of the inhabitants and the abundance of their resources. This, too, is the work of little more than one century. The extent of the town, at the time of the siege by prince Rupert, may be gathered from the account by Seacomb already given. On the east and northward to the river it was enclosed by a mud wall; and on the southeast, by marshy ground, covered with water from the river. The fortifications extending from the east end of Dale-street to the river, and the marshy ground aforesaid, covered with water, occupying the place where Paradise-street, Whitechapel, and part of Byrom-street now stand, the whole area thus enclosed must have been very small, not exceeding 405,000 square yards. It is not, however, to be supposed, that this extent of land was wholly covered with buildings; for it appears, from an old painting, which represents the town as it appeared in 1680, thirty-six years after the siege, that within this area were several plots of land unbuilt and planted with trees. This painting is further interesting, as it presents us with a view of the appearance of the town along the water's edge, and of all the public buildings it then possessed. On the northern extremity is a small fort of eight guns, immediately joining the old chapel-yard, the western parapet of which,

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and that in front of the tower, are close to the water, which shows that all the land westward, namely, the lower part of the present church-yard to the pier-head, has been gained, at different times, from the Mersey. St. Nicholas's appears with a plain square tower steeple, without a spire. The tower had then embattled turrets, though lately only a common coping. The old custom-house, which then stood on the south side of Water-street, opposite the tower, had its front toward the river, and appears to have been erected at some distance from it, perhaps for allowing a small quay for landing goods. The form of the old castle is also distinctly seen. It was a massy square building, with embattled round towers at the angles. There is no appearance of buildings to the south of the castle, and the ground was, probably, open quite down to the pool, which covered the space now occupied by the Old-dock. The attic only of the old town-house is seen. It stood to the southward of the present town-hall, its north front being represented in a line with the south side of Water-street. The attic apartments have seven windows in the west front, and the same number, probably, on the other sides. These apartments were for the use of the corporation; below, it might have been supported by pillars, leaving an area for the accommodation of the market people, or the traders of the time. The roof was surmounted by a square lantern, with a window on each side, perhaps used as a look-out for vessels. In 1765 a plan of the town was made

Increase of the Town.

by Mr. John Eyes, from which it appears, that at that time the buildings covered an area of 1,184,000 square yards; and, by a survey taken in the year 1790, the space covered with buildings and streets was 4,000,000 square yards; so that, from the year 1680 to 1765, the increase of the town was 779,000 square yards, and from 1765 to 1790, 2,816,000 square yards: total increase, in one hundred and ten years, 3,595,000 square yards! The increase of the town, during the last thirty years, has been amazing and rapid. The space at present covered with buildings may be estimated as forming an area of 6,000,000 square yards. This area, it must be remembered, is within the liberties of Liverpool. Were the area of its suburbs included, as in fairness it ought, the united area would not, probably, be less than 7,000,000 square yards!

Its population, in 1555, appears, from the town record, to have consisted of 138 householders and cottagers: so that it could scarcely be considered more than a considerable village, though we should allow seven persons to a family. Of the number of inhabitants at the time of the siege, we can form no idea from the spirited resistance made to prince Rupert, as at that time the town was filled with a number of Irish refugees, who, having so lately felt the iron hand of arbitrary power, were very likely to espouse that cause with warmth which, at that time, was considered the cause of civil and religious liberty. In 1700 the inhabitants are estimated at nearly 5,000;

 Population.

in 1720, at 10,446; in 1730, at 12,000; in 1740, at 18,000; in 1760, at 25,787. Part of these calculations are conjectural, but, it is probable, they are not far from the truth. In 1773, an actual enumeration took place, the result of which was as follows: inhabited houses, 5,928; untenanted houses, 412; families, 8,002; inhabitants, 34,407; persons to a house, $5\frac{1}{2}$, to a family, $4\frac{1}{2}$: and in 1790, there were 8,148 inhabited houses, 717 houses untenanted, and 55,732 inhabitants. In these two last statements the Poor-house, Infirmary, and other buildings where many live together, were included. The seafaring men employed in Liverpool ships, in 1773, were about 6,000. In 1801, the return, according to act of parliament, stated the houses and inhabitants as follows: houses, 11,466; families, 16,989; inhabitants, male, 34,367, female, 43,286: total number of inhabitants, 77,653. In 1812, the parliamentary returns gave 15,589 inhabited houses, 418 uninhabited, 20,552 families, and the total number of inhabitants, 94,376. And according to the return under the census taken in 1821, the population of the parish of Liverpool alone amounted to 118,972. But we must, in fairness, include, in the population of the town, the population of Harrington, Edge-hill, Low-hill, Everton, and Kirkdale, which are inhabited, for the most part, by persons carrying on business in Liverpool, and are constituent parts of the town, as Westminster and Southwark are of the metropolis, and Salford, &c. of Manchester. It appears, then, from the above

 Population.—Improvements.

returns, that the united population of the suburbs amounted to 22,515; which, added to that of the parish of Liverpool, makes a grand total of 141,487 inhabitants. This may be regarded as the amount of the *permanent* population of the town and its suburbs. But we must not throw out of the calculation the seamen who sail out of the port, and who may be denominated its *floating* population. In 1811, they were estimated at 7,000; and their numbers must have kept pace with the increase of the commerce of the port. If we estimate them now at only 9,000, we shall not, we think, exceed the truth; and we shall thus have a *permanent* and *floating* population of above 150,000 souls. It appears, from the same return, that there are, in the parish of Liverpool alone, (exclusive of 192 houses building and 1,140 uninhabited,) 19,007 inhabited houses, occupied by 25,309 families. From these numbers it appears, (the calculation goes on the population of the parish alone, amounting, in round numbers, to 119,000,) that there are nearly $4\frac{1}{2}$ persons to a family; $6\frac{1}{2}$ to a house; and that every inhabited house is occupied by 1 family and $\frac{1}{2}$; that is, every 3 houses contain 4 families.

The returns which were made to parliament, in 1803, relative to the maintenance of the poor, present also a striking picture of the rapid increase of the town. It is there stated, that the sum raised for the poor's-rate, watch, lamps, &c. in the year 1775-6 was £3,333, whilst in the year 1802-3 it amounted to not less than £37,195. 4s. 5½d. But this sum, great

Improvements.

as it is, is small in comparison with that which was raised in the year that ended at Easter, 1819, when the poor's-rate, &c. amounted to £71,636. 10s. 8d. The collection of so large a sum, for the purposes to which it was applied, was, undoubtedly, a proof of the existence of great distress among the poor; but it also showed the resources of the middle and higher classes, and their ability to contribute towards its relief. Since the year 1819, the amount of the local taxation has undergone a progressive diminution. This diminution is owing to the improved condition of the industrious classes, the cheapness of almost every article of human subsistence, and the rigid economy enforced into the parochial expenditure, under the direction and control of the select vestry formed in the year 1821, by which, in conjunction with the churchwardens and overseers, the affairs of this extensive parish are administered. In the year ended at Easter, 1822, the total amount of money raised for the service of the parish was £45,620. 11s. 2d.

When the attention of the mind is turned to these improvements, and discovers that, immense as they really are, they are yet but the work of yesterday, it is scarcely able to fix upon an adequate cause by which the town and inhabitants should be advanced to their present wealthy and flourishing state. At the beginning of the last century, the town was mean and contemptible. Two churches were then sufficient for the inhabitants; the marine traffic was very limited, and manufactories unknown, a small silk-

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work excepted. About the year 1730, the trade began to advance ; 166 ships then belonging to this port, 15 of which, for the first time, sailed to Africa. But, though the number of ships had increased double since the year 1709, there was as yet no kind of proportion to its present state. One dock only was then existing, and that but recently completed ; there was no exchange but a common court-house ; no public building but a small charity-school (which with difficulty met with support) for the education of sixty children. The lands to the south of the Old-dock were entirely open ; seven streets comprised nearly the whole town, and those narrow, mean, and dirty ; there was but one inn (the Golden Lion, in Dale-street) of any extent for the accommodation of strangers ; no stagecoach came nearer than Warrington, whence the few passengers from London were conveyed by horses ; neither cart nor waggon was employed between the town and Manchester, or other parts, the mode of conveyance being at that time by pack-horses ; and such persons as had occasion to go a journey were obliged to go on horse-back, post-chaises being then unknown. He was an opulent merchant who kept his chaise and one ; and the style of living, even among the highest ranks, was, in the strictest sense, plain and frugal.

From 1730 to 1760 we perceive Liverpool gradually increasing in trade and extent. In this period two new churches gave additional beauty to the town : the Town-hall was erected, the public Infir-

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mary was finished, and the Blue-coat Hospital completed. The town was now so much enlarged as to extend, in Dale-street, as far as Cheapside, on the left, and, on the right, to Preston-street, but all beyond was open ground. In Tithebarn-street it extended only to Key-street, all the interval thence to the present Vauxhall-road being open fields. Williamson-square had buildings only on the lower part: the other three sides were not covered. Clayton-square had but one house; Church-street, and the streets leading southeastward and northeastward, began to be covered, but all the land beyond Richmond-street was entirely open. Duke-street was covered about 200 yards, all the rest to the southward was open fields. A part of Pitt-street and Park-lane was then built, but all the lands from the water, south and east, were entirely open.

The Old-dock at this time was greatly improved, and cleared of a great many small huts and cottages, which had long encumbered the quays. The trade of the town; though much advanced, did not promote the building of more than one additional dock (Salt-house-dock;) but an embarkment and basin were made, and a regular quay completed, from where the north basin now is to the corner of the Old-dock, the vessels lying on the mud at low water. The whole town began now to wear the appearance of wealth and improvement; 226 vessels, in the year 1760, belonging to the port, of which number 74 sailed to Africa.

The property acquired by the extension of a lucrative and increasing commerce was partly applied to building; but the object was then to increase the number of houses and streets, and not to improve the old, which still remained narrow, mean, dirty, badly kept, and worse regulated. One stagecoach began to appear from London, and two principal inns now offered themselves for the accommodation of strangers. A small dark room, in a court in Waterstreet, up a narrow dirty passage, was the common subscription coffee-room, and the only one then in the town.

Such was nearly the state of Liverpool at that time. Subsequently, its progression in extent, convenience, and refinement has been in proportion to the astonishing accumulation of its wealth, and the expansion of the minds of its principal inhabitants by an improved education, and an extensive intercourse with the world. The numerous and splendid public structures for devotion, charity, pleasure, and business, in many of which the metropolis itself is rivalled; the immense ranges of newly-erected dwelling-houses, distributed into streets and squares, in the most eligible situations, and in a style of superior elegance; the number and convenience of those receptacles of its shipping, the docks;—one entire improvement and embellishment united presents itself in all its varieties, and exhibits at one view the effects of industry directed by genius and supported by character.

The government and police of Liverpool have the next claim upon our attention. The latest charters ordain, that the body corporate shall consist of forty-one persons, composing the common council; and that from among these a mayor, recorder, and two bailiffs shall be annually chosen. Those who have borne the office of mayor are styled aldermen. By the charter of William III, the mayor, recorder, senior alderman, and the preceding mayor were empowered to act as magistrates in the town; but, on the great increase of population, it was ordained, by the charter of George II, that the preceding mayor should act as a justice of the peace for four years after he is out of office: and that the four aldermen next to the senior alderman, whilst members of the common council, shall be additional justices within the town; and that the recorder should have power to nominate a deputy. The three junior aldermen for the time being are coroners.

The right of electing the corporate officers resides in the free burgesses. The mayor and bailiffs are chosen annually, on St. Luke's-day, the 18th of October; a few days previous to which the ancient custom of riding round the liberties of the town is observed. The general session of the peace is held four times in the year, by the justices of the peace for the borough, and by adjournment every Monday. The mayor, or one of the aldermen, attends daily at the town-hall, to transact public business. And a regular dock-police has been established, under the

authority of an act of parliament, the magistrates of which also attend daily at the dock-office. A court of requests, for the recovery of debts under the value of forty shillings, is held over bridewell, near the town-hall, every Wednesday: the number of its commissioners is seventeen, appointed monthly by the common council.

The corporation of Liverpool is empowered by charter to enact laws for the better and more effectual regulation of the police of the town. The number of useful regulations which have been established, and the strict and impartial enforcement of them, do the magistrates the highest credit; and, while they conduce to the order and respectability of the town, render the inhabitants secure, and prevent any insult or imposition upon strangers. Among these the government of the port, including the management of the wet, dry, and graving docks; the laws respecting pilots and pilotage; the regulation of the charges of hackney coachmen, chairmen, porters, boatmen, and all persons publicly employed; and the lighting and watching of the town, may be considered as the principal. Good order prevails in almost every part of the town, and the sabbath-day is kept with stricter decorum than is to be observed in many places of smaller extent, and of a less diversified population. The impartial observer will, however, see, that, in those regulations which relate to the prevention of immorality, much yet remains to be done; and, though the most active and enlightened magistracy cannot



effect individual reformation, something more may yet be contributed toward the conservation of public morals.

The borough of Liverpool sends two members to parliament, who are chosen by the votes of all the free burgesses not receiving alms. The freemen amount to about 4,000; and they are also free of Bristol, and of Waterford and Wexford, in Ireland.

The corporation of Liverpool is one of the most opulent in the kingdom, and its resources have been employed in the improvement of the town to an extent which, to a stranger to its affairs, almost exceeds belief. The township and manor of Liverpool formerly belonged to the Molyneux family, and the corporation were only lessees of the manor; but, above forty years ago, they purchased the reversion of the estate, and have thereby consolidated the fee in themselves. The leases granted by the corporation are for three lives, and a term of twenty-one years after the death of the survivor; under which the inhabitants of the town hesitate not to expend large sums of money in buildings, under the confidence, that the corporation will, in case of the death of any of the lives, renew the lease, by nominating others, although it contains no stipulation to that effect. To this it is induced by interest, as a great part of its large revenue arises from the fines paid for such renewals. Of late years, however, the corporation has signified, that it will grant its leases, at the option of the purchaser, for sixty years certain. The income

Climate.

and expenditure of the corporation, for the last seven years, were as follow :

YEAR.	INCOME.			EXPENDITURE.		
	£.	s.	d.	£.	s.	d.
1814-15....	58,520	18	10½	63,470	0	9½
1815-16....	65,379	19	4	69,797	2	4
1816-17....	59,659	15	0	72,267	14	5
1817-18....	77,472	14	6	74,467	0	4
1818-19....	72,459	3	11	72,295	18	4
1819-20....	75,765	8	5½	76,694	6	11½
1820-21....	79,111	0	10	96,417	10	9

Liverpool, considered as a place of residence, has the advantages of a salubrious air and a mild temperature. Doctor Dobson, in his observations on the temperature of the air at Liverpool, states, that its maritime situation renders the air more temperate than that of many other places ; for, as the sea is of a middle temperature between the heat of summer and the cold of winter, the access of the tides must have a considerable effect in rendering each of these more moderate than in inland situations. At Warrington, which is eighteen miles inland from Liverpool, a very accurate observer found the mercury in the thermometer down at 13 in the winter. In other parts of England it has been found still lower ; and at Derby, near one degree below 0. These are degrees of cold to which we are strangers at Liverpool, and from which we are secured by the influence of the sea. By observations on the variations of the thermometer for one year, the doctor found, that the mean temperature of the year 1772 was $54\frac{1}{2}$; and that the variations, during the course of the year, amounted to 50 degrees, varying from 28 to 78. In South Carolina, the annual variation has extended to 83 degrees.

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The winter of this year was colder and the summer hotter than is common at Liverpool, and yet the highest degree to which the mercury rose was 78. In Bengal the mercury is often at 104. From a table of daily variations it appears, that the medium of the daily variations of each month was regularly increasing till May, and from the end of that month to the end of December was again almost uniformly diminishing. The medium of the daily variations was no more than $4\frac{1}{2}$, whereas in some places, South Carolina, for instance, they sometimes extend to 30 degrees. We are, therefore, generally free from those great and sudden changes in the temperature of the air, which produce such sensible, and often prejudicial, effects upon the human body.

The same author concludes, that, from the experiments and observations which he has made relative to the soil, water, and air, and from fourteen years' experience respecting the diseases, he is enabled to draw this general conclusion, that the dryness of the soil, the purity of the waters, the mildness of the air, the antiseptic effluvia of pitch and tar, the acid exhalations from the sea, the frequent brisk gales of wind, and the daily visitation of the tides, render Liverpool one of the healthiest places in the kingdom, in proportion to the number of inhabitants.

The observations of the same sensible writer, on the temperature of the sea at Liverpool, are curious, and may be of service to those who visit it for the purpose of bathing.

The variations in the temperature of the sea at Liverpool are considerably greater than on many other coasts. A table of these variations was formed from a number of experiments, from which it appears, that the temperature of the sea varied, during the course of the year, 32 degrees, namely from 36 to 68, or from 15 degrees below to 17 degrees above *temperate*. It likewise appears, that the sea, when warmest, was 14 degrees colder than Buxton bath, and 30 degrees below the heat of the human body. During the months of June, July, and August, the sea was nearly of the same temperature with Matlock bath (68;) and in the succeeding months became still colder and colder, so as at last to form an extremely cold-bath, being only four degrees above the freezing-point.

The same latitude in the temperature of the sea will not occur on other coasts where the shore is bold, the sea deep, and, consequently, not exposed in so shallow a body to the action of the sun and air.

In a later publication than the papers of Doctor Dobson, entitled, "A Familiar Medical Survey of Liverpool," the general opinion before given of the salubrity of the air, and the advantageous situation of Liverpool with respect to health, is confirmed, with some exceptions. The situation of the town, says the author, is peculiarly favourable to constitutions that require and can bear a cold, sharp air; of which description are those of nervous relaxed habits, to whom, in most instances, it proves very friendly

and favourable: the healthy will also have their health preserved by it. The occasions in which the situation of the town becomes unfavourable are with those persons who are subject to coughs, asthmas, and other affections of the breast and lungs, and those who are consumptive; as those are complaints which are aggravated and renewed, and even promoted, in constitutions so inclined.

Connected with the population and climate of the town, we shall here introduce some statements drawn from the bills published annually by the parish clerks of Liverpool. These bills, it must be remembered, comprise the births, burials, and marriages, not merely within the parish of Liverpool, but also those at the churches of St. Mary, Edge-hill; St. George, Everton; and St. James, St. Michael, and the Dissenting Chapel, in Toxteth-park. So that they include nearly all the births, burials, and marriages in Liverpool and its suburbs, comprising Everton, Kirkdale, Toxteth-park, &c., the united population of which amounts to 141,487. From the data furnished by a series of these bills for ten years, the following tables have been constructed:

Observations on the Bills of Mortality.

TABLE I.
SHOWING THE BIRTHS, BURIALS, AND MARRIAGES, FROM THE 1ST OF JANUARY, 1811, TO THE 1ST OF JANUARY, 1821, AND ALSO THE ANNUAL INCREASE OR DECREASE IN EACH RESPECTIVELY.

Year.	BIRTHS.					BURIALS.					MARRIAGES.		
	Males.	Females.	Total.	Increase.	Decrease.	Males.	Females.	Total.	Increase.	Decrease.	Total.	Increase.	Decrease.
1811	2126	2047	4183	182	..	1574	1504	3078	..	334	1296	..	138
1812	1631	1656	3289	..	204	1307	1230	2546	..	532	1116	..	180
1813	1745	1790	3535	..	354	1218	1316	2534	..	12	1220	104	..
1814	1970	1981	3951	316	..	1338	1330	2677	143	..	1324	104	..
1815	2037	2031	4068	217	..	1634	1604	3238	621	..	1725	401	..
1816	2123	2030	4153	85	..	1554	1479	3033	239	..	1674	..	51
1817	2169	2146	4315	162	..	1687	1685	3372	239	..	1519	..	155
1818	2246	2186	4432	117	..	1808	1784	3592	280	..	1576	57	..
1819	2255	2293	4548	116	..	1861	1867	3728	76	..	1664	88	..
1820	2433	2386	4718	179	..	1641	1616	3157	..	571	1633	..	11
Total.	21164	20648	41752			15382	15493	31075			14767		

It may not be uninteresting to make a few brief remarks on the preceding table.

 Observations on the Bills of Mortality.

To begin with the BIRTHS. The first thing in it which arrests the reader's attention is, the proportion which the males births bears to the females. In a period of ten years, the number of males born amounted to 21,104; whilst the females amounted to only 20,648; leaving a superiority of 456 on the side of the males. The superiority of males over females births has long attracted the attention of philosophers. Mr. Derham, above a century ago, calculated that it took place in the proportion of 14 to 13; a calculation which subsequent writers on the subject have regarded as pretty correct, and which is corroborated by our bills of mortality. But, notwithstanding this superiority of males births, the number of living females is considerably greater than that of males, in an average proportion in the different stages of life. This is evident from the return for Liverpool under the census of 1821, which presents the following results:

	Males.	Females.
Under 5 years	9163	8719
From 5 to 10	8547	8266
— 10 to 15	6413	6747
— 15 to 20	4406	6815
— 20 to 30	6828	11154
— 30 to 40	7299	9250
— 40 to 50	6066	6535
— 50 to 60	3238	3781
— 60 to 70	1631	2157
— 70 to 80	577	955
— 80 to 90	155	224
— 90 to 100	15	25
— 100 and upwards.....	2	4
Total	54340	64632
Subtract Males.....	54340	
Majority of Females		10292

 Observations on the Bills of Mortality.

By the foregoing table it is evident, that, during the two first stages, namely, from birth to five years of age, and from five to ten, the males maintain their numerical superiority over the females. But in the next stage, from ten to fifteen, the scale sinks, and the females have the superiority, which they maintain through all the subsequent stages. Much of this superiority on the part of the females may, however, be accounted for, by taking into consideration the number of males employed in navigation. We must also include that, alas! too numerous class of unfortunate females who live by prostitution, many of whom are not natives of the town, but who disproportionately swell its female population. This double operation will contribute towards restoring the balance of the sexes. But, even after a very liberal allowance shall have been made for the two reasons assigned, the numerical superiority of the females over the males is undisputed, and it obtains both in this and in every other mixed population.

The next, and most important, subject which deserves notice, under this head, is the proportion of BIRTHS TO MARRIAGES. By examining the foregoing table, it will be seen, that the aggregate number of births, in a period of ten years, amounted to 41,752, and that of the marriages, during the same period, to 14,767. To find the proportion between these numbers, the rule is to divide the births by the marriages. We have done this, and find that the proportion is 2 $\frac{1}{2}$ births to 1 marriage. If, however, we make

 Observations on the Bills of Mortality.

an allowance for stillborn infants and those whom their parents neglect to have christened, the average will, there is no doubt, be quite 3 to 1.

We come now to consider briefly the second division in Table I, namely, the BURIALS. By inspecting the table it will be seen, that their number fluctuates considerably from year to year. For three years prior to 1814, there was a decrease; but in that year there was a small increase of 143. In the following year, 1815, the ravages of death were carried on with destructive energy; and the year exhibits an increase of 621. Next year the ratio of mortality decreased 265; but in 1817 it was again on the increase, the number of deaths, in that year, exceeding by 74 that in 1815, the year of extraordinary mortality. The ratio of mortality went on increasing in 1818. In the two latter years, it will be remembered, the typhus fever raged with great fury in the town; and the dreadful ravages which that disease made on the population will account for the increased number of deaths in 1817-18. The year 1820 was comparatively very healthy, the deaths having diminished 571.

But the most interesting and important subject connected with the deaths is, the proportion which they bear to the whole population. In the year 1773, as may be seen by consulting Dr. Enfield's History of Liverpool, the population of the town was found, by actual enumeration, to be 32,400. This number, divided by 1101, the annual burials in the town at that period, gave the proportion of the inhabitants

 Observations on the Bills of Mortality.

who died annually as 1 in 27 $\frac{1}{4}$. Liverpool, notwithstanding the crowded manner in which the inhabitants lived at that era, was then considered a healthy place; but a most marked improvement in the health and salubrity of the town has taken place since 1773. By Table I it will be seen, that the average number of deaths, in a period of ten years, commencing in 1811, was 3,107 $\frac{1}{4}$ per annum. In the year 1820, the deaths amounted to 3,157. Now, if we divide 141,487, the population of the town and its environs, by 3,157, the deaths will be found to be in the proportion of 1 to nearly 44 $\frac{1}{2}$; a proportion so astonishingly low, as to make us almost discredit the evidence of figures. If there be no error in the calculation, or inaccuracy in the bills of mortality, Liverpool, with its environs, is amongst the most healthy and salubrious spots in the kingdom. Of this gratifying fact, indeed, there cannot be any doubt; but it must be borne in mind, that several thousand persons, perhaps 8,000, included in the aggregate population of the town and its environs, reside in the high and airy parts of the suburbs. This circumstance will, perhaps, increase the average, for the town itself, to 1 in nearly 41. Still, Liverpool, from the recent widening of its narrow streets, and the advantages of the sea air which it enjoys, is, without question, more favourable to health than any other town, of the same population and extent, in the kingdom.

The subsequent table, showing the ages of those who have died for ten years, is also constructed from the bills of mortality:

Observations on the Bills of Mortality.

TABLE II.
 SHOWING THE AGES OF THOSE WHO HAVE DIED BETWEEN THE
 1ST JANUARY, 1811, AND THE 1ST JANUARY, 1821.

AGES.	1811	1812	1813	1814	1815	1816	1817	1818	1819	1820	Total.
Under 2 years	987	797	908	722	1210	959	1171	1136	1236	991	10117
Between 2 & 5	378	254	304	291	426	341	385	446	430	303	3558
5 & 10	147	156	124	152	167	158	181	184	209	148	1626
10 & 20	144	119	104	142	153	145	177	194	201	150	1529
20 & 30	282	197	175	223	232	258	267	325	289	267	2515
30 & 40	273	229	205	245	241	274	270	329	276	274	2616
40 & 50	247	198	202	226	245	280	265	308	285	280	2536
50 & 60	224	193	141	218	192	219	219	249	248	257	2180
60 & 70	182	184	139	216	208	177	198	224	238	236	2002
70 & 80	153	136	145	153	136	140	156	167	214	154	1554
80 & 90	55	64	56	72	77	68	67	79	89	78	705
90 & 100	4	19	11	17	11	12	15	4	12	18	123
Above 100	2	0	0	0	0	2	1	7	1	1	14
Total of all Ages..	3078	2546	2534	2677	3208	3033	3372	3652	3728	3157	31075

By the foregoing table it is seen, that about *one-fourth* of the children born die under two years of age; the number who died, under that age, in ten years, being 10,117, out of 41,752 born.

The following table exhibits the aggregate number of deaths, in each month respectively, for a period of ten years :

 Observations on the Bills of Mortality.

TABLE III.

SHOWING THE TOTAL NUMBER OF DEATHS, IN EACH MONTH RESPECTIVELY, FROM THE 1ST JANUARY, 1811, TO THE 1ST JANUARY, 1821.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total in the Year.
1811	357	337	309	323	238	238	216	208	210	200	195	248	3078
1812	245	237	273	252	272	186	147	156	150	150	216	262	2546
1813	247	277	333	243	224	191	179	153	150	164	151	222	2584
1814	374	287	210	198	191	206	192	196	213	207	214	275	2677
1815	303	260	265	285	267	206	234	236	255	318	290	361	3298
1816	294	310	270	269	247	237	195	202	216	231	257	305	3033
1817	273	231	259	276	283	256	269	243	275	351	305	357	3372
1818	282	285	332	311	320	285	247	327	301	288	274	369	3652
1819	347	328	248	310	288	228	262	346	332	282	314	331	3758
1820	366	275	352	210	215	213	210	250	213	277	309	306	3157
Total	3148	2738	2951	2627	2545	2246	2151	2598	2315	2477	2525	3006	31075

From this table it appears, that January and December are the two most mortal months in the year. The mortality gradually decreases in February and in the four following months, and in July it has reached its minimum. In the next month it again increases, and goes on, in an increased ratio, till January, when it once more attains its maximum.

Observations on the Bills of Mortality.—Soil.

The MARRIAGES form the last division in Table I. These, like the births and burials, fluctuate from year to year. They decreased in 1811 and 1812; but in the three following years they went on increasing, the increase in 1815 being not less than 401. The general peace, it will be recollected, took place in this year; and the disbanding of the army and navy which followed shortly after that event, the men who had been employed in the service of the country returning to their native towns, and many of them marrying, will account for the increased number of marriages in 1815. There was, as might be anticipated, from the scarcity of employment which followed the transition from a state of war to peace, and the discouragement which that scarcity gave to marriage, a falling off in the two subsequent years; but in 1818 and 1819 the marriages again increased. In the year 1820, however, there was a small decrease. The proportion of marriages to the whole population is 1 to about 85½.

The soil, in and near Liverpool, is dry and sandy for two miles round. The north shore consists of barren sands for an extent of twenty miles; but between the town and Walton is a fine dale, which has a rich marl under the surface, and affords excellent pasturage. The ground in the neighbourhood, in general, appears to be well adapted for gardening; the markets exhibiting all sorts of esculent plants and other vegetables in great plenty and perfection. The soil is peculiarly favourable for the growth of potatoes, for which Lancashire is

famous to a proverb. They are produced in great abundance, and the quantity required for the shipping as well as the local consumption makes the demand for them astonishingly great.

The effects of the winds upon the state of the weather is generally as follows. The northwest winds are turbulent and stormy; the southern productive of rain; the easterly winds often accompany a serene sky; and the severest cold and frost usually come with a north or northeast wind.

The general character and manners of the inhabitants of Liverpool, as they assume no characteristic peculiarly striking to distinguish them from those of other towns similar in pursuits, will not long detain the attention. As in all other places wholly commercial, the intercourse between the different ranks of society is free and open. The pride of nobility and ancestry, regarding supposed inferiority with repulsive countenance and half-averted eye, will not here be met with; nor will the stranger or inhabitant be often disgusted with the petty assumptions of ignorance dressed in the brief authority of office. Hospitality, social intercourse, civility to strangers, and that freedom from local prejudice which is produced by the residence of so great a proportion of strangers, may likewise be adduced as very favourable features in the general portrait; and, though great refinement of manners should not generally be met with, they will have spent but little time in the town, or have been very inattentive observers, who do not discover

Character of the Inhabitants.

what, to every man of reflection, is far more estimable—very considerable remains of the frankness and warmth of the old English character. Liverpool, it is true, has but too largely participated in a national dereliction of morals; but numbers, in all ranks of life, are to be met with, whose characters are adorned with the honours of virtue, and whose examples are highly instructive and beneficial. The numerous places of worship, of the established church and of the dissenters, are, for the most part, well attended; and the various public charities are supported with a spirit and munificence highly creditable to the feeling and character of the inhabitants.

Nor has the genius of commerce, in this great emporium, been averse to associate with the muses. Various publications bear testimony, that here literature has been cultivated with considerable ability. The names of several gentlemen might be enumerated, who, in the midst of the active concerns of this busy town, have found leisure to attend to the study of the polite arts; and several works which have obtained the greatest share of public approbation have issued from the Liverpool press: particularly the *Nurse*, and the *Lives of Lorenzo di Medici* and of *Leo the Tenth*, by Mr. ROSCOE; the *Medical Reports*, and the *Life of Robert Burns*, by the late Dr. CURRIE; the *Life of Poggio Bracciolini*, by Mr. SHEPHERD; and an elegant translation of the works of Gessner, by a lady now residing in the town.

Eminent Natives.

Among the eminent natives who have paid the tribute of nature, the names of **DEARE**, the sculptor, and **STUBBS**, the painter, will long be remembered with respect and admiration by every lover of the fine arts who has had the pleasure of examining their best works.

The former is but little known, even in England. His best works were destined to adorn foreign cabinets, and he himself spent a great part of his life in Rome, where he died. His name must, however, be placed in the first rank of our most eminent artists. He has, indeed, by good judges, been called the first English sculptor; and, now that our intercourse with the continent is renewed, and the recent productions of genius thereby rendered accessible to the British amateur, let us hope that complete justice may be done to his eminent merit. John Deare was born, in Liverpool, on the 26th October, 1759. His predilection for the imitative arts was strongly indicated in the very earliest stage of boyhood; and some early specimens of his ingenuity, in which the rudiments of future excellence are strongly marked, are now in the possession of his surviving brother, among which is a miniature figure of the human skeleton in wood, cut with a penknife when he was but ten years old. In his sixteenth year he went to London, and at twenty he obtained the first gold medal that was given at the New Royal Academy, Somerset-house, being the youngest artist to whom that honour had ever been awarded. This medal was given for

the best piece of sculpture. The design is from Milton, and is executed in alto-relievo. Soon after this, he, along with several other young men of promising talents, were sent out by the Royal Academy, under his late majesty's patronage, to pursue their studies at Rome. Of this youthful band of artists, George Cumberland, esq., in a memoir of that eminent painter, GRIGNION, published in the Monthly Magazine, thus speaks :

“ Many years are now gone by since I had the happiness in the city of Rome, for several winters, to partake of the agreeable society of as amiable a set of artists as this island ever produced. A few of them returned home, and are still living, an honour to the country that raised them ; but others, conscious that the state of public taste was, at that time, incapable of appreciating studies that had the refinements of the best ancients for their object, after seeking in vain that patronage which alone could have supported them in honour in their native country, lingered on the plains of Latium until the customs and fascinating manners of the natives made them a species of captives to the arts and elegancies of Italy ; and, tempted by the peaceful abode of the museums of venerable art, the charms of music, painting, and sculpture, the hilarity induced by a fine climate, the independence which plenty offers, the urbanity of the inhabitants, the suavity, the simplicity that invites and detains ; they at length formed connexions that could not easily be dissolved, and perished on a foreign land, neglected, and almost forgotten.

“ Three of these active students, that are now no more, I knew particularly well, having often been grieved to think how little their nation knew them, and that it has been their unhappy fate to go to the grave without an eulogium ; for DEARE, ROBINSON, and GRIGNION well deserved to be remembered by their country.”

The following is the same writer’s character of Mr. DEARE :

—“ And here let me pause, and drop a tear over the recollection of an artist whose good nature, hilarity, generosity, and candour, could only be equalled by his delicate taste, profound knowledge, exquisite skill, and unrivalled exertions :—a man, that, had he been encouraged to come home, or kindly treated by those who sent him out, would have reflected honour on the art of sculpture ; for he made a distinct study of every part of this art, and was as *recherché* in hair as in drapery, as great in drawing and modelling as in sculpture, wholly devoted to fame, freedom, and the arts ; nor will it be considered as a slight proof of the fact, when I mention, that the inimitable Canova beheld his productions with respect, and that even good painters came to him for advice and correction.

“ Such a one was Deare, whose chief works went to France, and whose chisel is scarcely known in England, except in sir Richard Worsley’s collections, where his Marine Venus will show a hand that, when alone disclosed, has often been, even among artists, taken for an antique.”

On the 17th August, 1798, and in the 39th year of his age, this eminent artist died at Rome, of a malignant fever, in the arms of his friend Grignion, who attended his respected remains to the tomb of Caius Cæstus, where all the English are interred, and read the church service over his grave.

The following anecdote (given by Cumberland) will better display Deare's zeal for his art than a volume of panegyric :

“Being at dinner at Grotto-Ferrata, where I passed my summer to avoid the heat of Rome, in one of the warmest days I ever remember, he arrived on foot, in company with a *formatorè*, (a plaster caster,) having carried, by turns, for seventeen miles, about 20lbs. of clay, and a bag of plaster of Paris. Dinner was just served, but he would not come up to partake of it, until I first promised to drive him, the instant the cloth was removed, to Monte-Dagone, a deserted villa, belonging to Prince Borghese, of which I had the keys, that he might there press off one of the side-locks of the famous Antinous, not having been able, from his own correct drawing of it, to give any thing like its character to the hair of a French lady, whose bust he was executing. We went there : he stole the impression, and returned in raptures to Rome on foot the same evening.

“Such, alas ! was the artist whom the academy abandoned and forgot !”

GEORGE STUBBS was born here in 1724. He was long distinguished for his eminence as a painter of

animals; and the exhibitions of the Incorporated Society of Artists, and afterwards at the Royal Academy, of which he was an associate, were many years enriched by his works: of these "the lion and horse," "the lion and stag," and "the brood mares," were the most celebrated. Having devoted much labour and attention to the practice and study of comparative anatomy, in 1766 he brought out his magnificent and much esteemed work on the anatomy of the horse, being the result of observations made by himself during a long course of dissecting, the drawings and engravings being all made with the utmost accuracy by his own hand. Mr. Stubbs, at the time of his death, had completed both the anatomical preparations and the drawings for a work on the structure of the human body, compared with that of a tiger and a fowl. Of this work, three parts, containing fifteen plates, (or about half the work,) only were published. Mr. Stubbs died in July, 1806, at his house in London, where he had resided many years and was buried in Marybone church. He was remarkable for his abstemious way of life and a robust constitution, which enabled him, even after he was fourscore, to take an extraordinary degree of exercise for his advanced period of life, and to pursue his professional occupation almost to the last.

To these we may add the name of JEREMIAH HORROX, an eminent astronomer, who was born in Toxteth-park, about the year 1619, and was, for a short time, a student of Emanuel college, Cambridge.

About the year 1633, he began to apply himself to the study of astronomy ; but, as he lived at that time with his father, at Toxteth, in very moderate circumstances, and was destitute of proper books and other assistances for the prosecution of this study, he was unable to make any considerable progress. For some years he chiefly made use of the writings of Lansberg, to the neglect of the more valuable works of Tycho Brahe, Kepler, and other excellent astronomers, which was afterwards a subject of much regret with him.

About the year 1636, he formed an acquaintance with Mr. William Crabtree, of Broughton, near Manchester, whose genius led him to the same studies ; but, owing to the distance at which they lived from each other, they could have little correspondence, except by letters, which, however, they frequently exchanged, as long as our author lived. By acquiring a companion in his studies, Mr. Horrox was animated with new vigour ; and, having procured astronomical instruments, and the necessary books, applied, with great diligence, to the making of observations. He had not, however, long entered on his career of discoveries before he was suddenly cut off by death, in 1640, when he was only about the age of twenty-two. Of the loss which the world sustained by this event some idea may be formed from the writings which he left behind him, a part of which were published at Dantzic, in 1662, by Havelius, and illustrated by that astronomer's annotations, and the remainder by Dr. Wallis, in 1673.

Eminent Natives.—General Character of the Inhabitants.

There are two things, in particular, which will serve to perpetuate the memory of this extraordinary young man: one is, that he was the first who ever predicted or observed the passage of Venus over the sun's disk. And, though he was not apprized of the grand use that was to be made of it, in discovering the parallax and distance of the sun and planets, yet he made from it many useful observations, corrections, and improvements, in the theory of the motions of Venus. His observations on this phenomenon were made at Hool, about twenty miles north of Liverpool. The other memorable circumstance is, his new theory of lunar motions, which Newton himself made the ground-work of all his astronomy relative to the moon, always speaking of our author as a genius of the first rank.

It is highly to the honour of Liverpool, that its peace has very seldom been disturbed by the rage of religious bigotry, or by the effervescence of political enthusiasm: not that we shall find within its precincts that unanimity of opinion which is the result of passive ignorance; but it has so happened, that the exercise of the virtue of mutual forbearance has happily preserved Liverpool from those public acts of acrimonious hostility which have, at various times since the era of the French revolution, troubled the quiet of other districts in the kingdom. This may be the effect of various causes, among which may be placed the prudence and candour of the leaders of the parties; and, above all, that intermingling of interests

General Character of the Inhabitants.

which necessarily results from the extension of commercial transactions.

Different sentiments respecting peculiar measures of men in office, or modes of religion, are consistent with the purest and most loyal patriotism. On every subject which relates to the illustrious family upon the throne, or the dignity and safety of the country, there is, generally speaking, but one sentiment in the inhabitants of Liverpool. On all occasions they have discovered the most respectful devotion to the sovereign, and the most ardent zeal in the service of their country. As early as the rebellion of 1745, this town displayed its consequence and its attachment to the present royal family in a very spirited manner. A regiment of foot, called the Liverpool Blues, was raised in the town, consisting of eight companies of 70 men each, with proper officers. They continued in pay about fifteen weeks, during eight of which they were under marching orders, and were at the taking of Carlisle. The whole expense of this armament amounted to £4,859, of which the corporation contributed £2,000, and the town raised the rest. Besides this regiment, five companies of volunteers, of 60 men each, were raised in the town, and instructed in the military exercise, one of which kept guard nightly while the disturbances in the kingdom lasted. Though Liverpool was then only in its early youth, few towns in England were, probably, capable of a similar exertion.

General Character of the Inhabitants.

Nor have the efforts of maturer age in Liverpool been unworthy of the zeal of its youth. During the contest with France, when the energies of the nation were so frequently called forth by the threats of invasion, and the ambitious projects of universal empire, Liverpool, in her numerous volunteer associations, displayed an ardour and a greatness of exertion which placed her amongst the foremost of those who stood forth to defend their country, their liberties, and their independence: and, though the change which government thought proper, subsequently, to make in the system of national defence, in a great degree affected the volunteer system, and damped its spirit, the principle remains unchanged. Danger will always only call forth additional energy to repel the efforts of any enemy to the peace and prosperity of the British empire.

Description of the Town.

THE DOCKS.

How numerous now her thronging buildings rise!
What various objects strike the wandering eyes!
Where rise yon masts her crowded navies ride,
And the broad rampire checks the beating tide.

IN entering upon a description of the town of Liverpool, the Docks, from their number, magnitude, and importance, are entitled to priority of notice. They are of three kinds. The principal are the wet-docks, which chiefly receive the ships in the foreign trade, which have large and heavy cargoes to receive and discharge. In them the ships are afloat at all times of the tide, the water being retained by the dock-gates. The next are the dry-docks, so called, because they are left dry when the tide is out: these generally receive the vessels that are employed coastwise. The others are the graving-docks, which admit or exclude the water at pleasure, and in which the ships are laid dry for the purpose of caulking and repairs. The vast labour and expense of these works will readily be conceived, by considering, that they must all have

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The Docks.

been hollowed by hand from the shore, in continual opposition to the tides, which often in an hour destroy the labour of weeks ; and that the piers must be made of sufficient height and strength to bear the daily efforts of a sea beating in, and endeavouring to recover its ancient boundaries. On the sides of the docks are warehouses of uncommon size and strength, to the different floors of which goods are craned up with great facility ; whilst the space around the docks is sufficient to give room for the loading and unloading of the ships, which lie with their broadsides to the quay, and for the different occupations of sailors, and the crowds of passengers, without confusion or interruption. The whole furnishes a striking picture of the extent of human power when directed by mechanical skill and contrivance.

THE OLD-DOCK.

This dock, which runs eastward considerably into the town, was the first which was constructed, the act for that purpose being obtained in the year 1710. It is surrounded with houses, shops, and merchants' warehouses, and lies contiguous to some of the most populous and busy streets. At the east end stands the custom-house. A paragraph in the act under which this dock was made proves the existence of a pool or haven in the place which it now occupies ; as the land granted for that purpose is said to be "in or near a certain place called the Pool, on the south side of the said town of Liverpool." This dock is

The Docks.

195 yards in length : the breadth is irregular ; in the broadest part it is 92 yards, and in the narrowest 78 yards. The area is 17,070 square yards, and the extent of quay 652 yards. Over the entrance is a handsome cast iron-bridge. The gates are 33 feet wide and 25 feet deep. It is the receptacle of West India ships, Irish traders, and vessels from the Mediterranean.

THE DRY-DOCK.

The Dry-dock, which has a quay of about 360 yards extent, is chiefly occupied by sloops from the northern coast, which import corn and provisions, slates, and other productions of the country ; and take back West India produce, and the Mediterranean, Portugal, and Baltic imports. This dry-dock or basin connects with three graving-docks.

SALTHOUSE-DOCK.

This was the second dock constructed in Liverpool. It derives its name from a salt-work formerly contiguous thereto, but now removed up the river to Gars-ton. The form is not quite regular ; its quay is nearly 640 yards, with convenient warehouses : the area is 22,420 square yards. It has the whole length of Cornhill to the west, and extends southward nearly to the Duke's-dock. The upper end is chiefly occupied by ships which are laid up, and the lower is the receptacle of corn and timber ships. The gates are 34 feet wide and 35 feet deep.

GEORGE'S-DOCK,

the third made, extends from the corner of St. Nicholas's church-yard to Moor-street. The act for its construction was obtained the 11th Geo. II, and it was completed at an expense of £21,000. Its dimensions were 246 yards in length and 100 yards in breadth, forming an area of 26,068 square yards, with a quay of 700 yards, lined with a range of capital warehouses. This dock is now undergoing an enlargement. The parade is extended westward into the river, and the west side of the dock is being widened about $21\frac{1}{2}$ yards: when this improvement is completed, it will comprise an area of 31,000 square yards. The three preceding docks have a communication with each other, so that vessels can pass to either of the other two docks, or to the graving-docks, without being subject to the inconvenience of going out into the river. When the enlargement is finished, this dock will also communicate, by means of a basin, with the Prince's-dock.

THE KING'S-DOCK.

This dock, being contiguous to the king's tobacco warehouse, receives all the vessels from Virginia and other parts laden with tobacco, this being the only place where they can discharge their cargoes. It likewise receives the American vessels; and the ships in the Baltic trade, freighted with timber and naval stores, discharge their cargoes upon its quay.

 The Docks.

The length of this dock is 270 yards, and the breadth 95; forming an area of 25,650 square yards. The gates are 42 feet wide and 26 feet deep. It has also an elegant swivel bridge of cast-iron. This dock communicates with a dry-dock, or basin, to the south, from which are seen two graving-docks, similar in construction to those mentioned before. This basin likewise communicates with

THE QUEEN'S-DOCK.

It is 470 yards long, and 227½ yards broad, and forms an area of 54,025 square yards. This is the largest dock in the harbour. The gates are of the same dimensions as those of the King's-dock. A cast-iron swivel bridge is thrown over the entrance, which, from the peculiar elegance and lightness of its construction, has a very ornamental and pleasing effect. It has a most spacious quay, and, like the King's-dock, is chiefly occupied by timber-vessels, and by American and Baltic shipping. At the south end it communicates with a basin of considerable size. This basin, again, communicates with a large dry dock.

THE PRINCE'S-DOCK.

The foundation-stone of this fine dock was laid in the year 1815, and it was opened on the day of his present Majesty's coronation, the 19th of July, 1821, with much ceremony. All the trades were ranged on its spacious quays, accompanied with music, colours,

The Docks.

and the emblems of their respective professions. They afterwards marched in procession through the principal streets of the town, and spent the day in a manner becoming the great national and local events which they had celebrated. This beautiful dock is 500 yards long and 106 broad, and covers an area of 53,000 square yards. It is exceeded in size by the Queen's-dock only. It has gates with locks at each end, the south into George's-dock basin, and the north into its own. The locks are so constructed as to admit vessels in and out at half-tide. This dock is built with uncommon strength, and according to the most approved principles of mural architecture. It is enclosed by a lofty brick wall, having gates at convenient distances. At the south end is a dwelling-house, with suitable offices, for the dock-master; and, at the north end, another for the engineer who superintends the locks. The quays are very spacious, on which are erected cast-iron sheds for preserving merchandise from the effects of unfavourable weather. Along the west side, next to the river, runs a spacious parade, from which the most delightful views of the river, shipping, &c. are obtained. A stone wall, about a yard high, runs along the margin of this parade, for the prevention of accidents; and there are numerous steps down to the river. It is a place of great resort.

Between the King's-dock and the Salthouse-dock, the duke of Bridgewater has a small dock, for the

The Docks.

use of his flats, and commodious warehouses for the reception of the goods with which these vessels are freighted. The different carriers by water have also convenient basins, along the margin of the river, for the reception of their barges, with quays for the loading and unloading of goods.

The length of quay afforded by all these capacious basins will appear, on calculation, so great as to surpass all the most famous of the river or shore quays in the different seaports; and, though their magnificence of prospect is diminished, their utility is increased by having them accumulated within a moderate compass of ground, rather than extended in one long line. The entrances to George's and the Salthouse docks are crossed by draw-bridges, on the Dutch plan. The dock-gates are well constructed not only for retaining the water in the wet-docks, when the tide is out, but also for regulating the depth of the water in the docks according to the height of the tide, by means of the openings which may be observed in the gates, and sluices which can occasionally be opened below. These gates are managed by four men to each pair, two on each side, whose business it is to direct the opening and closing of the gates.

As the docks are subject to accumulate the mud brought in with the tide, a dredging-machine, worked by a steam-engine of ten-horse power, is used to cleanse them. It raises fifty tons of mud per hour, which is carried away by mud-barges built for that

purpose, and deposited out of the reach of the tide. This method of cleaning docks is of late invention, but is found to be superior to any other before practised, both in cheapness and expedition.

To prevent inconvenience and disorder, the internal economy of each dock is regulated by a dock-master. His business is to superintend the docking and undocking of ships; to appoint them situations, for the receiving or discharging of their cargoes; and to attend to the management of the flood-gate. This is a regulation equally judicious and necessary, as, without it, it is evident that the docks would become a scene of perpetual disorder and dispute. There is also a harbour-master for the general superintendence of the port.

As a fire among the shipping would be attended with the most alarming consequences, so the precautions used to prevent any accident of that kind are proportionably strict. Fires are not suffered aboard the ships, nor even candles, unless secured in lanterns; the smoking of tobacco is forbidden, under a penalty of forty shillings; having any combustible matter on the decks or on the quay, in the night, is subjected to a penalty of ten pounds; and having gunpowder on board, whilst in the docks, is fined forty shillings. By these regulations fires have hitherto been prevented, though it is said, that scarcely a week passes without instances of carelessness or obstinacy rendering the exaction of these penalties necessary. By a recent act of parliament, steam-vessels are admitted into the docks, under certain regulations.

The Docks.

Progressive Increase of Dock Duties, and of Shipping entered in the Port of Liverpool, from the Year 1752 to the Year 1822, ending the 24th June each year.

Year.	No. Ships.	Duties.			Year.	No. Ships.	Duties.		
		£.	s.	d.			£.	s.	d.
1752	—	1776	8	2	1776	2216	5064	10	10
1753	—	2034	16	2	1777	2261	4610	4	9
1754	—	2095	11	0	1778	2292	4649	7	7
1755	—	2417	13	11	1779	2374	4957	17	10
1756	—	2187	16	9	1780	2261	3528	7	9
1757	1371	2336	15	0	1781	2512	3915	4	11
1758	1453	2403	6	3	1782	2406	4249	6	3
1759	1281	2372	12	2	1783	2816	4840	8	3
1760	1245	2330	6	7	1784	3098	6597	11	1
1761	1319	2382	0	2	1785	3429	8411	5	3
1762	1307	2526	19	6	1786	3228	7506	0	1
1763	1752	3141	1	5	1787	3567	9199	18	8
1764	1625	2780	3	4	1788	3677	9206	13	10
1765	1930	3455	8	4	1789	3619	8901	10	10
1766	1808	3653	19	2	1790	4223	10037	6	24
1767	1704	3615	9	2	1791	4045	11645	6	6
1768	1808	3566	14	9	1792	4483	13243	17	84
1769	2054	4004	5	0	1793	4129	12480	5	5
1770	2073	4142	17	2	1794	4265	10678	7	0
1771	2067	4203	19	10	1795	3948	9368	16	4
1772	2259	4552	5	4	1796	4738	12377	7	7
1773	2214	4725	1	11	1797	4528	13319	12	8
1774	2258	4580	5	5	1798	4478	12057	18	3
1775	2291	5384	4	9	1799	4518	14049	15	1

Year	No. Ships.	Ton- nage.	Duties.			Year	No. Ships.	Ton- nage.	Duties.		
			£.	s.	d.				£.	s.	d.
1800	4746	450060	23379	13	6	1812	4599	446788	44403	7	11
1801	5060	459719	28365	8	24	1813	5341	547426	50177	13	2
1802	4781	510691	28192	9	10	1814	5706	548957	59741	2	4
1803	4791	494521	28027	13	7	1815	6440	709849	76915	8	8
1804	4291	448761	26187	0	11	1816	6888	774243	92646	10	9
1805	4618	463482	33364	13	1	1817	6079	653425	75899	16	4
1806	4676	507825	44560	7	3	1818	6779	754690	96538	8	3
1807	3791	662309	62831	5	10	1819	7849	867318	110127	1	8
1808	5225	516836	40638	10	4	1820	7276	805038	94412	11	10
1809	6028	594601	47580	19	3	1821	7810	830648	94556	9	1
1810	6729	734391	65782	1	0	1822	8136	892902	102403	17	4
1811	5616	611190	54752	18	5						

 The Docks.

In the year 1724, the amount of the Dock Duties was only £810. 11s 6d.!

The docks are vested in the corporation, as trustees; and their accounts are annually examined and settled by seven commissioners appointed for that purpose, not being of the body corporate.

Spacious, however, as these docks are, they are still considered as too limited for the increased commerce of the port. From an opinion of the late Mr. Rennie, the engineer, published in a letter from Mr. Foster to the gentlemen of the West India Association, it appears that, "from the best information he could obtain at various times during three years, ending Midsummer, 1808, there had been in the docks 400 sail of vessels, of the average size of 190 to 200 tons; and also, that there had been 300 sloops and flats, at the same period, in the docks and upon the banks of the river; and that to accommodate the above number of vessels in a proper manner, at least double the dock space that is now used would be required, without looking to any further increase of trade." It is, therefore, proposed to fill up the Old-dock entirely, and to appropriate the west part of it to the site of a custom-house, excise-office, dock and police office, and other commercial purposes, and also to provide the following enlarged accommodations for the shipping:

	A.	R.	P.
Brunswick-dock (to the south of the Queen's-dock)	10	2	26
Addition to George's-dock	1	0	11
	11	2	37

 The Docks.

The following is a tabular view of the area of the present docks and basins as well as of the intended ones :

PRESENT DOCKS.

	Length Yards.	Brdth. Yards.	Square Yards.	A. R. P.	A. R. P.
George's-dock.....	{ 245 112*	100	{ 26008	5 1 2	
Old-dock	{ 105 90	78	{ 17070	3 2 4	
Salthouse-dock	{ 278 32*	78	{ 22420	4 2 21	
King's-dock.....	270	95	25650	5 1 8	
Queen's-dock	{ 280 190	120	{ 54025	11 0 26	
Prince's-dock	500	106	53000	10 3 32	
					40 3 13

PRESENT BASINS.

George's-basin.....	130	93	12090	2 2 0	
Old Dry-basin.....	{ 238 41*	78½	{ 19298	3 3 38	
King's and Queen's- basin	{ 60 140	35	{ 2100 14420	0 1 29 2 3 37	
Queen's-basin, south	120	185	22200	4 2 13	
Half-tide ditto.....	120	120	14400	2 3 36	
Prince's-basin	120	185	22200	4 2 13	
					22 0 6
					62 3 10

INTENDED DOCKS.

Addition to George's- dock	{ 241	21½	5181	1 0 11	
Brunswick-dock.....	430	120	51600	10 2 26	
					11 2 37
					74 2 16
Deduct Old-dock to be filled up.....					3 2 4
					71 0 12

* The figures marked with an asterisk (*) are the dimensions of the gut, or passage to each dock.

The Docks.

The boundary of the port of Liverpool, as fixed by the commissioners named in the commission of the 10th Geo. I, in their certificate to the Exchequer, dated November 28, 1723, is as follows :

“ From the Red-stones in Hoylake on the point of Wirral southerly, to the foot of the river called Ribble-water in a direct line northerly, and so upon the south side of the said river to Hesketh-bank easterly, and to the river Astland and Douglas there, and so all along the seacoasts of Meols and Formby into the river Mersey, and all over the rivers Mersey, Irwell, and Weaver.”

PUBLIC BUILDINGS.

Now grown at length by long attention great,
 The Arts have chosen here their blest retreat :
 At their approach see Gothic taste retire,
 And true proportion raise the graceful spire ;
 Mould the proud column, swell the spacious dome,
 To Grecia's genius give the strength of Rome.

WEALTH, the natural result and the just reward of commercial enterprise and industry, has not only been employed in Liverpool for the enlargement of the town, and the construction of those offices which are absolutely necessary for mercantile purposes ; but, with a spirit equally creditable to the taste and honest pride of its possessors, has likewise been used to patronise genius, to unite the ornamental with the useful, to furnish conveniences for the purposes of religion and charity, business and pleasure, and, at the same time, to give an air of respectability and splendour to the town, in the number, style, and adjustment of its public edifices.

THE TOWN-HALL.

This elegant and costly building stands at the north end of Castle-street, in a convenient and elevated situation. The first stone was laid on the 14th of September, 1749, and the whole was executed after the designs of the late Mr. Wood, of Bath. It has a rustic, well-proportioned basement, whereon arises an elegant range of Corinthian columns and pilasters, between which are large handsome windows, with circular heads, supported by small Corinthian pilasters. The capitals of the columns are divided by tablets of bass-relief, containing various emblems of commerce. In front is a handsome portico, erected a few years ago, in the same style of architecture, with a plain, bold pediment, which has added a considerable degree of lightness and beauty to the general appearance of the front.

The original north part of the building has been taken down, and a considerable addition made in that direction. The east and west fronts remain in their original state, the columns supporting plain pediments. The principal entrance is by an arched doorway; the ground-floor was intended for an exchange, but was never used for that purpose. The principal story contained the sessions-room, rotation-office, and assembly-rooms; but the whole of the interior was destroyed by fire in the year 1796. This accident, however, is no longer regretted, since it led to a number of very considerable improve-

ments, the expense of which amounted to above £110,000. The old dome or cupola, which was thought to encumber the building, and to add a gloominess to the light Corinthian architecture which supported it, has been removed; and one more light and elegant has been erected in its place, which adds much to the appearance and beauty of the whole. The plan of the interior, now rebuilt, is more extensive than the former: the basement contains a spacious kitchen, with appropriate offices; the ground-story, a committee-room, rooms for the magistrates and juries, general sessions-room, rotation-office, town-clerk's, treasurer's, and surveyor's offices, &c. The principal story contains a suite of rooms communicating with each other. The saloon, opening from the grand staircase, is 30 feet 6 inches by 26 feet 6 inches. It is splendidly furnished; and contains a full length portrait of his late majesty, George III, by sir Thomas Lawrence; a portrait of his present majesty, when prince of Wales, by Hopner; and another of the present duke of Clarence, by Shee. The west drawing-room is 32 feet 6 inches by 26 feet 9 inches; the east, 30 feet by 27. The height of the saloon and of the east and west drawing-room is 25 feet. A most spacious ball-room, 89 feet by 41 feet 6 inches, and 40 feet high, occupies the whole north front of the edifice. It is a magnificent room, most sumptuously fitted up, and lighted by seventy-two gas-burners, appended to three superb glass chandeliers. The second ball-room is 61 feet by 28, and 20

feet high, illuminated by three elegant glass chandeliers. The banquet-room is 50 feet by 30, and 25 feet high: in it the chief magistrate entertains his parties. The ceilings of all these rooms are arched, richly ornamented, and panelled. The sides of the ball-rooms are enriched with superb and massy pilasters, of beautifully variegated artificial Carniola marble, the imitation of which is so perfect, both in colour, shade, and polish, as not easily to be distinguished from the real. The pilasters in the great ball-room and the dining-room are surmounted with capitals of the Corinthian order, richly executed in plaster. The costly furniture and the large and massy mahogany doors of the several rooms are the admiration of all beholders.

The inside of the grand dome which surmounts this magnificent pile, when viewed from the floor or the staircase, presents one of the most grand *coups d'œil* which is to be seen in modern architecture, though the distance is rather too great to afford a distinct view of the admirable taste and richness with which the panels in the *soffit* of the dome are ornamented. When viewed, however, from the top of the staircase, the whole of its minute beauties and elegant proportions will be clearly discerned. The inside is illuminated by spacious lateral lights; a peculiarity in which it differs from the Pantheon at Rome, the dome of St. Paul's, and most other similar buildings of ancient and modern times. From this circumstance it happens, that there is nothing

of that gloomy and sombre appearance which often strikes the eye in the cupolas of great buildings. The stucco work is so well arranged, and so admirably coloured, that to the eye it has all the effect of the finest stone. The entire height from the pavement to the centre of the dome is 106 feet, and the whole is in the purest and simplest style of Grecian architecture.

A colossal figure of Britannia, in a sitting posture, crowns the dome; and a few yards below, on the outside, is a circular gallery, which, for the sake of the interesting panoramic prospect it affords, will well repay the stranger for the labour of the ascent.

The town is hence seen disposed in a circular form, and, with the exception of a small section on the south, falls completely beneath the eye. The whole of the churches, and other public buildings of any considerable elevation, are also seen to great advantage; with the charming village of Everton, and the collection of buildings on Low-hill and Edge-hill, to the east, the Cheshire shore on the west, and the river, running the whole length of the town, to the north, where it loses itself in the Irish sea, which also pleasingly breaks upon the view, and in this direction finely terminates the prospect.

COMMERCIAL BUILDINGS.

NEW EXCHANGE BUILDINGS.

THE first stone of the New Exchange-buildings was laid on the 30th June, 1803. The work was erected from the design of John Foster, esq., architect to the corporation ; and the masonry was executed, in about three years and eight months, by Mr. William Hetherington and Mr. T. Grindrod: a very short period for a building of such extent and excellence of workmanship. The stone, which is of very fine quality, was obtained from the quarries of the earl of Sefton, Toxteth-park, near Liverpool. This structure, which now forms one of the principal ornaments of the town, and reflects so much honour on its spirit and liberality, was raised by a subscription of 800 shares, at £100 each share. The sum subscribed was, therefore, £80,000 ; but it is probable, that the entire expense was not less than £100,000:

The area, or space enclosed by the four fronts, is 197 feet from north to south, 178 feet from east to

Commercial Buildings.

west, and contains 35,066 square feet. It is, therefore, more than twice the area of the London Exchange, which is 144 feet by 117, and contains 16,848 square feet. The Exchange is formed by four inside façades, or fronts, three of which adjoin to each other, the architecture of the buildings being designed to harmonize and correspond with the north elevation of the Town-hall, which forms the fourth front, and thus constitutes a uniform quadrangle. On each side of the Town-hall, between it and the more recently erected structure, and on the southeast and southwest corners of the Exchange, are large openings into the area, which are considerably larger than its general proportions require, and which, indeed, constitute the principal defect of the work, a defect which was, however, irremediable from the nature of the situation.

The façades of the east and west sides, which are uniform, measure 131 feet 2½ inches along the plinth, and 55 feet 9 inches in height from the ground to the top of the balustrade. They are composed of a rustic basement, the same as that of the Town-hall, which supports a Corinthian order of columns and pilasters. The whole is surmounted by a very handsome balustrade, which is solid over the intercolumniations at the south end.

The inside north front measures, from east to west, along the plinth, 177 feet 8 inches, and in height from the ground to the top of the attic 62 feet 4 inches. It is the same architecture as the two fronts just

described, except that, in the central part, to an extent of 101 feet 8 inches, it projects a little forward, in order to match the opposite front, constituted, as was before observed, by the north side of the Town-hall. This north projecting front, like its counterpart on the opposite side, is decorated by a most magnificent portico, 55 feet 5 inches in width, and consisting of eight noble coupled Corinthian columns, 25 feet in height, with their proper entablature, and surmounted by an elegant attic, adorned with ornamental tablets. These columns are each formed of one entire stone, and are the largest pillars of that description that have ever been raised to such a height from the ground in any part of England. On the entablature are placed four fine Portland stone figures, representing the four Elements, to match the four figures on the opposite side.

Besides the large entrances before mentioned at the southeast and southwest corners, there is another grand entrance from Old Hall-street. This is formed by three open arches in the rustic basement, which lead to a most spacious and elegant vestibule. This is divided into three avenues by 32 beautiful coupled columns of the Grecian-Doric order, surmounted by their proper entablature, and crowned by ornamental groined arches : each of the columns is 12 feet 6 inches high : the centre avenue is about 16 feet wide, and each of the other about 13 feet. The striking effect of the whole vestibule, produced by the elegant simplicity of the architecture, has excited the admiration

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of every spectator, and is scarcely to be equalled by any similar building in any part of the kingdom.

The front of the entrance to Old Hall-street is a very fine piece of Doric architecture, consisting of four noble pilasters surmounted by their entablature, and crowned by a magnificent triangular pediment of the same order.

The end fronts of the east and west sides of the building, facing to the south, exhibit likewise two façades of very fine architecture; and it is much to be lamented that, from their situation, they cannot be viewed to proper advantage. They are 75 feet in width; and the Corinthian order over the basement consists of six columns, four of them coupled, and two pilasters, with their entablature, crowned by an attic in the centre, and at the two extremities by a balustrade. The whole is 60 feet in height, from the ground to the top of the attic.

The three inside fronts have each a fine piazza, 15 feet wide, which give a grand and stately appearance to the whole fabric. These piazzas are for the accommodation of the merchants, to protect them from the inclemency of the weather in winter, and from the heat of the sun in summer.

The whole of this building was erected to accommodate the merchants, brokers, and underwriters, and others of the town who are devoted to mercantile pursuits. In the east wing is a news and coffee room, 94 feet by 52, which will be subsequently described. Above this is another spacious room, 72

feet by 36, appropriated to the underwriters. The front and west wings, and part of the east wing, contain a number of elegant and commodious counting-houses, and the back of the building is formed into spacious warehouses.

Such are the dimensions, plan, and architecture of a building which is, probably, among the finest specimens of Grecian architecture ever erected in this country, and perhaps the most splendid structure ever raised, in modern times, for purposes purely commercial.

THE CUSTOM-HOUSE,

a plain and, for its size, a convenient structure, situate on the east side of the Old-dock, has nothing to recommend it to public notice but its central situation. As a commercial building, it is every way unworthy the character of a town so justly distinguished for the splendour and convenience of its public edifices. A few years ago, however, it was considerably enlarged, and underwent some improvements and repairs, which have rendered it much more commodious, as well as given a more respectable appearance to the interior. It is intended to erect a new one, on a very extensive and commodious plan, under the authority of an act of parliament which empowers the trustees to fill up the Old-dock, and appropriate a part of its site to that purpose. A flight of steps leads through a small arcade into a kind of open vestibule, or piazza, from

 Commercial Buildings.

which are the entrances into the different offices below stairs. Above stairs is the long-room, or chief place for transacting the business of the customs, with other convenient offices. The building is of brick, with two wings. The windows and angles are ornamented with stone, with the king's arms in stone in the centre. On the top is a flag-staff, on which a colour is occasionally hoisted. Behind is a spacious yard, with convenient warehouses.

THE EXCISE-OFFICE

is in Hanover-street. Being nothing more than two dwelling-houses converted to this purpose, it has nothing in particular worthy of notice.

THE DOCK-OFFICE

adjoins the Custom-house, and is appropriated to the receiving of the duties which are levied on all vessels entering the port. (The amount of these duties is given in page 81.) An adjoining building is appropriated to the business of the dock-police.

THE POSTOFFICE

is situate in Postoffice-place, Church-street. It opens for the general delivery of letters, from all parts, every morning about half-past eight o'clock. There is also a delivery at half-past five of the letters brought by the second mail from Prescot, Warrington, Manchester, Northumberland, Durham, Yorkshire, Lincolnshire, &c. And a delivery at eight,

 Commercial Buildings.

p. m., of the letters brought by the second mail from Ormskirk and Preston. When any delay occurs in the arrival of the several mails, a correspondent delay must unavoidably take place in the respective deliveries. The following are the hours at which the letter-box of this office is closed for making up the several mails, and the hours at which each mail is despatched :

<i>Box closed at</i>		<i>Despatched at</i>
8 A.M.	For Ormskirk and Preston	8½ A.M.
1 P.M.	For Prescott, Warrington, and Manchester....	1½ P.M.
3 P.M.	For Chester, North Wales, and Ireland	3½ P.M.
3½ P.M.	{ For St Helen's, Wigan, Bolton, Chorley, Black- burn, Rochdale, Bury St. Edmund's, and the Counties of York, Lincoln, Huntingdon, Cam- bridge, and Norfolk	4 P.M.
6½ P.M.	{ For Ormskirk, Preston, Lancaster, Kendal, Penrith, Carlisle, and all Scotland.....	7 P.M.
7½ P.M.	{ For Macclesfield, Congleton, Lichfield, Derby, Atherstone, Hinckley, Lutterworth, Coventry, Daventry, Buckingham, and for London and the Continent of Europe	8 P.M.
9 P.M.	{ For Prescott, Warrington, Knutsford, Manchester, Sheffield, Northumberland, Durham, York- shire, Lincolnshire, Newcastle, Stone, Stafford, Wolverhampton, Walsal, Birmingham, Lon- don, all parts of the South and West of Eng- land, and South Wales: also North and South America and the West Indies	10 P.M.

THE TOBACCO-WAREHOUSE.

This is a very large range of warehouses, on the west side of the King's-dock, extending along the whole length of the quay. It was erected by the corporation, and is rented by government. All the tobacco imported is lodged in this warehouse until

the duties are paid, and there examined. It is of brick, quite plain, but strong, the walls being 18 inches thick: its dimensions are 575 feet by 239, and the area inside the walls contains 3A. 1R. 25P. statute measure. The entrance to the quay on which it is erected is guarded by a gate at each end; and between the warehouse and the river is formed a commodious and pleasant walk upon the pier, especially at the time of high-water.

THE CORN-EXCHANGE

is situate in Brunswick-street. The foundation-stone was laid on the 24th of April, 1807. This building is the general resort of the corn-merchants, on the plan of the Exchange in Mark-lane, London; and, considering that Liverpool is the seat of the second corn-market in the kingdom, it is somewhat surprising, that an establishment of this kind was not before instituted. It is a handsome^d structure, of plain Grecian architecture, with a stone front to Brunswick-street. Like the New Exchange-buildings, it was erected by subscription, a fund of £10,000 having been raised by shares of £100 each. It is 114 feet long by 60 feet wide.

LIBRARIES, &c.

THE satirical reflection of Goldsmith upon the sordid natives of Holland has sometimes been indiscriminately applied to all persons deeply engaged in mercantile pursuits :

“Dull as their lakes, that slumber in the storm.”

Commerce and literature are not, however, incompatible. Great literary eminence, it is true, requires a mind free from the corrosions and cares of business, an insulated situation, and habits of seclusion ; but a general taste for letters may often be found in the most active walks of life. The most busy have yet frequent leisure, and leisure is by some applied to the purpose of mental improvement. The utility of public libraries, and their tendency to encourage this disposition, appear to be now generally acknowledged ; and the number of these establishments, in some of our most opulent and commercial towns, has considerably increased. In these institutions Liverpool has set a noble example. Those elegant public buildings, the newsrooms,

which adorn her streets, are not used exclusively for the purpose of reading newspapers, or as conveniences for a creditable lounge; but are also connected with libraries, which, though recently formed, are respectably extensive, and which, from the support they meet with, and the annual amount of subscriptions, must still experience a rapid and continual augmentation.

THE ATHENÆUM.

This institution, the first of the kind established in this kingdom, and which has given birth to similar ones in London, Bath, Bristol, &c., is situate in Church-street. It is a neat stone building, consisting of a library and newsroom. The proprietors are 500 in number, who each pay the sum of two guineas and a half annually, making an annual income of one thousand two hundred and fifty guineas. The expense of the building, which was opened in 1799, was £4,000. The newsroom, which occupies the ground-floor, is a handsome and commodious room, extending to 2,000 square feet, and is well supplied with all the London and many of the provincial papers, magazines, reviews, maps, &c. The library, which has a narrower base, but is of greater elevation, is over the newsroom, and is furnished with an excellent selection of books, many of which are very rare and valuable. It contains upwards of 11,000 volumes, the whole of which have been collected in the short space of twenty-three years. The books are not

permitted to be taken out of the library, but the subscribers have access to them the whole of the day, and the room is fitted up with proper accommodations for the readers; the subscribers have also the privilege of introducing a friend, provided he is not a resident in the town. Adjoining the library is a committee-room, and apartments for the accommodation of the librarian. The appearance of the room is respectable and pleasing; and, from the books being more carefully used than if permitted to circulate, this institution bids fair to stand a lasting monument of the taste and liberality of the inhabitants of Liverpool.

The classical appellation with which the building is dignified is taken from the ancient Athenæa, places where the professors of the liberal arts held their assemblies, the rhetoricians declaimed, and the poets rehearsed their performances. They were numerous at Athens, and were built in the manner of amphitheatres.

THE LYCÆUM.

This handsome structure stands at the bottom of Bold-street, in an exposed and pleasant situation. It was erected by public subscription, at an expense of upwards of £11,000, from a design by Mr. Harrison, of Chester. The style and execution do credit both to the architect, and the builder, Mr. Slater, of Liverpool. It contains a very spacious coffee-room, 68 feet long and 48 feet wide, with a coved ceiling,

31 feet high from the floor. It is furnished with a large collection of London, provincial, and Irish newspapers; with numerous magazines, reviews, maps, &c. The proprietors are 800 in number, whose annual subscription is one guinea each. The library is an elegant circular room, adorned with numerous excellent busts. The room is 135 feet in circumference, and the whole has a very respectable and pleasing appearance, lighted from the top by a dome-light. Adjoining are appropriate reading and committee-rooms. The number of volumes in this library is upwards of 22,000, in various branches of literature. The number of proprietors in the library is 893, whose annual subscription is 15*s.* each, amongst whom the books circulate. The direction is vested in a president, vice-president, and a committee of twenty-four proprietors, and also a superintending committee, consisting of the president, vice-president, and four proprietors.

The name of this building is taken from the Lycæum at Athens, which was a celebrated school or academy where Aristotle explained his philosophy. The place was composed of porticos and trees planted in the quincunx form, and took its name from having been a temple of Apollo Lycæus.

THE UNION NEWSROOM

is situate about the middle of the north side of Duke-street. It is a plain, commodious stone building, erected from the designs of Mr. Foster, architect,

and consists of a coffee-room, 46 feet wide by 49 deep, including the two recesses, which are 17 feet square, and 18 feet from the floor to the ceiling ; at the front of each recess are two large columns and pilasters, with the entablature of the Ionic order. These columns have a striking appearance from the front entrance. It is furnished with all the London and many of the provincial papers, also with lists, magazines, reviews, and other periodical publications, and a good collection of maps and charts. The number of proprietors is 253, the annual subscription of each £2. 2s.

The name was taken from its being instituted on the first of January, 1800, the day on which the union of the two kingdoms of England and Ireland took place. A good painting, by Fuseli, emblematical of this event, is placed in a segment arch over the entrance into the bar.

On the top of the building, to the front, is placed the union arms, well executed in stone by Legé. In the basement story are suitable apartments for the use of the master of the room. The whole was built by public subscription, at an expense of between five and six thousand pounds.

EXCHANGE NEWSROOM.

The Exchange Newsroom, with its appendages, occupies nearly the whole lower story of the east wing of the New Exchange-buildings. The architecture is of the Ionic order, and a style of elegant

simplicity has been carefully studied, and completely attained, throughout. The extreme length from north to south is 94 feet 3 inches; the width from east to west, 51 feet 9 inches. The greatest height from the centre of the ceiling, between the two colonnades, is 31 feet 4 inches. The ceiling is supported by sixteen Ionic columns, the shaft of each of which is composed of one entire and beautiful stone; a singularity not easy to be paralleled in this species of architecture. A magnificent colonnade is thus formed in the middle of the room, which has a most striking effect, when viewed from either the north or south end. Between these rows of columns, the ceiling is elevated several feet above the heights of the adjacent sides, and forms a coved ceiling, neatly ornamented in panels. Each of the columns, including its capital, measures 20 feet 9 inches from the floor to the bottom of the architrave. The walls are ornamented with sixteen pilasters, to correspond to the colonnades. There are six large arched windows on the east side, five similar windows with a door on the west, and two smaller windows at the south end.

There are three large fire-places and a stove. The chimney-pieces are constructed of British black marble, taken from the quarries near Kendal. Over the chimney-pieces are tables of basso-relievo, containing allegorical figures, chiefly on commercial subjects.

THE UNDERWRITERS'-ROOM.

This is a small room immediately over the last ; it is 72 feet long and 36 wide. The ceiling, which is a coved one, is finished in a very neat manner, and it has a handsome chimney-piece of black marble. Six large windows look into the area of the buildings, and over four of these is an oval aperture, with an emblematical figure in stained glass ; two other windows are also opened in the south end.

The room is fitted up with boxes for the accommodation of the persons transacting business here. It is supplied with newspapers, lists, intelligence, &c., and is conducted upon the principle of that at Lloyd's, in London.

LIVERPOOL ROYAL INSTITUTION.

The spacious edifice appropriated to the purposes of this institution is situate in Colquitt-street. It was formerly a gentleman's mansion ; but, since it was purchased by the proprietors of the institution, it has undergone various alterations in the interior. A neat stone portico ornaments the entrance ; and large additions have been erected at the back. The cost of the original buildings and the alterations amounted to about £14,000.

This institution was formed in the year 1814, in shares of £100, and was incorporated, by royal charter, in 1822. Its object is the promotion of literature, science, and the arts. This is proposed

to be accomplished, 1, By academical schools. 2, By public lectures. 3, By the encouragement of societies who may unite for similar objects. 4, By collections of books, specimens of art, natural history, &c. 5, By providing a laboratory and philosophical apparatus. 6, By association of the proprietors.

The following extract from a statement published by the committee, in 1814, will still farther elucidate the object and plan of the institution :

“ Liverpool having tripled its population within the last forty years, and now containing, with the adjacent villages, at least 110,000 inhabitants,* additional means of instruction are required for completing the education of youth, which may not only relieve parents from the expense and anxiety of sending their children to a distance, but might induce strangers to bring their families here for that purpose from different parts of the populous district with which it is connected ; especially such as may intend any of their sons for trade, as they could then unite here, in some measure, scientific with commercial education.

“ In order to induce men of learning and science to fix their residence and become teachers in Liverpool, it is proposed to establish a fund, from which such remuneration as may be necessary might be

* The population of the town and its environs, according to the census of 1821, amounted to 141,487.—See page 41.

afforded to them for delivering lectures and instruction in different branches of literature and science. These lectures are intended not only for the instruction of youth, but also as a rational source of information and recreation for persons farther advanced in life, who may thus be made acquainted, in the most satisfactory and interesting manner, with the rapid progress of literature and science which characterizes the present age.

“The systematic courses of lectures which it is intended to encourage, as far as may be practicable from the funds of the institution, are, 1, Philology, or the structure of ancient and modern languages, chiefly with a view to the attainment of accuracy and elegance in our own. 2, History, ancient and modern. 3, Moral philosophy and political economy, the latter including commerce. 4, Chemistry, showing its application to the arts. 5, Natural history, including geology and mineralogy. 6, Natural philosophy, the astronomical part to be explained with an orrery, the mechanical branches to be illustrated by models of the most approved machinery. 7, Botany, gardening, and agriculture. 8, Anatomy, surgery, and medicine.”

Dr. Bostock, previous to the opening of the institution, delivered a course of lectures on natural philosophy, in the Music-hall, Bold-street. The institution itself was opened in the year 1817, by William Roscoe, esq., who delivered an eloquent discourse on the occasion. Dr. Traill delivered the first

course of lectures on natural philosophy in the institution after its opening; and several courses of lectures, on literary and scientific subjects, have been since delivered by the professors in the institution, whose names are as follow : *Chemistry*, Thomas Stewart Traill, M.D. F.R.S.E. M.G.S. F.M.S. of Dresden, &c. &c. *Anatomy*, Richard Formby, M.D. *Physiology*, John Bostock, M.D. F.R.S. M.G.S. *Botany*, Sir James Edward Smith, M.D. F.R.S. P.L.S. The head-master of the classical school is the Rev. J. B. Monk, M.A. Fellow of Trinity College, Cambridge. Assistant to Mr. Monk, Mr. Arnold. Mathematical lecturer, the Rev. G. B. Wildig, M.A. of Caius College, Cambridge. Mr. L. H. J. Touma, teacher of the Italian Language. Mr. J. B. Jouanin, teacher of the Spanish. Rev. H. Orré, teacher of the French.

The institution consists of a large and uniform building, with two wings, extending one hundred and forty-six feet in front, and admits of suites of rooms properly adapted for every purpose contemplated by the proprietors. The ground floor comprehends a handsome apartment, used as a public room, for the accommodation of the subscribers; and which is supplied with such periodical works, on literary and scientific subjects, as the committee for the time being think proper—of a lecture-room, with suitable accommodations, fifty feet in length and thirty in breadth, capable, with a gallery, of containing upwards of five hundred persons—and of several other

apartments which are used as committee-rooms and for the mathematical and classical schools. On the first floor is a large room appropriated to the use of the Literary and Philosophical Society of Liverpool, and other rooms for a library and museum. The same floor contains also a spacious and elegant exhibition-room for the use of the members of the Liverpool Academy; another exhibition-room for casts of the Elgin and Egina marbles; and two other rooms well adapted for the purpose of a drawing-school and committee-room. On the roof of the house a stone platform is laid for an observatory; and at the back of the house, on the ground-floor, are many additional buildings for a laboratory, and for philosophical, physiological, and chemical experiments, immediately connected with the lecture-room.

The museum of the institution contains a great number of rare and curious specimens of natural history, and a large collection of interesting objects from foreign parts. Amongst the latter are, a collection of South Sea dresses; a bow, arrows, and spear from Madagascar; two Zealanders' heads; a spear and case from New Zealand; a pair of Chinese slippers; bow and arrows from North America; an Indian manuscript written on papyrus; &c. &c. It also contains two large collections of minerals, the one the property of Dr. Traill, the other of the Literary and Philosophical Society of Liverpool. This museum already forms one of the most beautiful and interesting collections in the northern district; and, from

the intercourse of Liverpool with foreign parts, it is receiving constant additions, by which it will, in process of time, be surpassed only by the national collection in the metropolis.

The exhibition-room contains a series of original and highly valuable paintings, designed to illustrate the early history and progress of the arts, purchased from the collection of W. Roscoe, esq. An adjoining room contains the casts from the Elgin marbles, presented to the institution by his majesty. It also contains casts from the Phigalian Frize, presented by Mr. J. Foster, junior; together with a set of casts from the marbles discovered by himself, Mr. Cockereill, baron Haller, and Mr. Linckh, under the ruins of the temple of Jupiter Panhellenius, in the island of Egina. The only remaining copy of these statues in England is deposited in the British museum. In addition to these valuable specimens of Grecian sculpture, the room also contains casts from the Apollo and other celebrated statues.

The privilege of viewing the museum, &c., is confined to the-proprietors, their families, and such strangers not resident in the town as they may please to introduce.

PLACES OF WORSHIP.

THE public structures devoted to religion in the town of Liverpool are numerous, and their size, and the high style of elegance in which many of them are finished, render them superior to most in the kingdom. They are amongst the first objects that deserve the attention of the stranger.

ST. NICHOLAS'S, OR THE OLD, CHURCH

was formerly the only place of worship in the town, and a chapel of ease under Walton till the year 1699, when the town was made a distinct parish. Its situation is at the north end of George's-dock, on the banks of the river. In the church-yard there was formerly a statue of St. Nicholas, who, in the papal calendar, is made the tutelar deity of the mariner, to whom the sailors presented an offering on their going to sea, to obtain from the saint a prosperous voyage and a safe return. The body of the church is modern, the walls having been taken down and the roof removed in 1774, and rebuilt under the direction of Joseph Brooks, esq.; but the lower part of the tower might formerly have been pointed

out as the vestige of a building certainly of the greatest antiquity in town. The following dreadful accident, which occurred on Sunday, the 11th of February, 1810, occasioned its entire removal.

Whilst the second peal was ringing, and as the congregation were assembling for divine worship, the whole of the spire, and the north and east sides of the upper part of the tower, suddenly gave way, and the whole was precipitated through the roof, along the centre aisle, burying beneath the immense ruins the greater part of those who had unhappily entered the church. Providentially, this number, owing to the accident taking place near ten minutes previous to the usual time of opening the service, was comparatively small, but awfully large in the contemplation of humanity. Not more, perhaps, than from fifteen to twenty grown persons were in the church at the time, and of these the greater part escaped; but the children of the Moorfields Charity School, who are regularly marched in procession from the school to the church somewhat earlier than the time of service, had partly entered. The boys, following last, all escaped; but of the girls, who were either entering the porch, or proceeding up the aisle, a great number were instantly overwhelmed beneath the falling pile. The whole number of bodies taken out of the ruins was twenty-eight. Of these, twenty-three were either lifeless, or died almost immediately after their removal; five were taken to the Infirmary, and one of these afterwards died. The hideous

Places of Worship.

crash of the steeple, and the piercing shriek which immediately issued from those who had escaped in the church, or were witnesses of the catastrophe in the church-yard, immediately brought a large concourse of people to the spot; and the most prompt exertions were immediately made for rescuing the unfortunate victims, by the immediate removal of the fallen masonry, which were continued, with unabated exertion, until the whole of the bodies were extricated, notwithstanding the menacing appearance of the remaining part of the tower and the roof of the church, which every moment threatened a second fall. The scene throughout the whole of the forenoon was deeply affecting: the parents of the children in the school, and a number of others, hurrying from place to place, inquiring the fate of their children or relatives in the utmost agitation, heightened, in many cases, by a long and awful suspense, and terminating in the extremes of joy or of sorrow, as they found the objects of their search in safety or among the sufferers.

The roof of the church was broken through in two places. Almost the whole of the pews in the centre of the church were either entirely demolished or much injured: the pulpit and reading-desk sustained but little injury; but the west gallery and the organ were entirely demolished. The spire and the upper part of the tower were modern. The new erection was projected in the year 1745, and completed in 1750.

The accident was occasioned by the injudicious manner in which the spire was placed upon the old tower; the arches which supported it, by the action of the winds, and the frequent ringing of the bells, having been gradually impaired, until one of the key-stones falling out, the whole superincumbent mass of masonry was precipitated in the manner described.

Since this lamentable occurrence took place, a new tower, in the ornamental style of Gothic architecture, surmounted by an open lantern, extremely light and elegant, has been erected from a design of Mr. Harrison, of Chester: the tower is about 40 yards high, upon which the lantern rises nearly 20 yards more, making from the base of the tower to the summit 60 yards. A peal of twelve bells has also been added.

The inside of the church presents few venerable remains of ancient dignity of which it has not been wholly dispossessed by modern decorations. In 1774 it was altered by virtue of a faculty; the old walls were rebuilt; and the roof and Gothic pillars, with the old blue ceiling, black and white clouds, golden sun, moon, and a number of golden stars of different sizes, painted and gilt on the ceiling and roof, were taken down. It is now well pewed, and lighted by six windows on each side; and the galleries are supported by short columns. There are few antiquities or monuments deserving of much regard. The principal of the former is the font, which is of marble, the cover or cap of which is a curious composition in the style of the ancient crosses.

 Places of Worship.

The following account is from an ancient manuscript in the possession of Matthew Gregson, esq.:

“At the dissolution there were four chantries in the chapel of Liverpool; 1. ‘Viz. the chantry of the high altar, of the foundation of Henry duke of Lancaster, to celebrate there for the souls of himself and his ancestors, which is observed accordingly, and the grant is for ever.’ [1344 to 1352.]

“When the commissioners (Hesketh and Ashurst) met at the dissolution of the chantries in 1533, Ralph Howard, incumbent, was of the age of 50, hath yearly £5. 19s. 10d. in lands and tenements, besides his living, £10.

“2. ‘The chantry of St. Nicholas within the chapel of Liverpool, of the foundation of John duke of Lancaster, to celebrate there for the souls of himself and ancestors, and to make one yearly obijt for his soul, which is observed accordingly, and the grant is for ever.’ [Established about 1380.]

“Richard Frodsham is the incumbent, of the age of 80, and hath for his salary about £5. 14s. 7d. besides his living, £40.

“3. ‘The chantry of the altar of St. John was of the foundation of John of Liverpool, there for the souls of him and his ancestors for ever, which is done accordingly.’

“John Hurd is the present incumbent, aged 50, and hath the clear yearly income of £5. 6s. 3d., and his living besides £2. The ornaments belonging to the chantry of St. John are valued at 40s. besides viii oz. of plate for the chalice.

“4. ‘The chantry of the altar of St. Katharine’s in
 ‘the chapel of Liverpool, of the foundation of John
 ‘Crosse, to celebrate there for his soul, and to doe
 ‘one yearly obijt and to distribute 3s. 4d. to poor
 ‘people, and also to keep a schoole of grammar, free
 ‘for all children bearing the name of Crosse, and
 ‘poor children,’ (which is not observed.) Humphrey
 Cross is the incumbent, and hath for his salary
 the profits thereof, being £6. 2s. 10d., being fifty
 years of age, and his living besides £2. The orna-
 ments belonging to his chapel 3s. besides xii oz. of
 plate.

“The king’s rent at the same time of the dissolution, 1533, or 1536, was £10. 1s. 4d., exclusive of the chantry rent aforementioned, out of which the sum of £5, or thereabouts, was reserved for a schoolmaster for ever, which sum was until lately paid to it. Mr. Bains, the free-schoolmaster, formerly had a seat next Mr. Gamon’s, reserved to him in the Old church.”

The date of the earliest parish records begins 1681; but in the Register-office, at Chester, there is a parish register of Liverpool for the year 1624, from which it appears, that there were then only 21 burials, 4 marriages, and 35 christenings. Formerly mortuaries were here paid, but ceased in 1738. In this church there are some few good monuments, among which there is one to Mrs. Clayton, who died in 1745, and another to her husband, Wm. Clayton, esq., who represented the borough in six different

parliaments, and died in 1715. From this family Clayton-square derives its name. There is one also to the memory of the late Dr. Barrow.

ST. PETER'S CHURCH

is situate in Church-street. It was built by assessment under an act of William III, and consecrated in 1704. The outside is plain and well built. The top of the tower is octangular and agreeably proportioned : upon each angle is a pinnacle, representing a candlestick, and a gilt vane, resembling a flame. The church within is well pewed and lighted. The galleries are supported by four tall oak pedestals on each side, richly carved : upon these are an equal number of slender columns which support the roof. The altar is a most excellent piece of carving in brown oak, representing grapes, flowers, and foliage. In the centre of the pediment, as a crest, is a pelican. All the carvings of this church do great honour to the artist. Architecture being but little understood at the time of the erection of this church in Liverpool, four different patterns of door-cases (the number wanted) were procured from London, and all were adopted, so that each door is of a different style. At the west end is a large handsome organ; on each side of which is a gallery for the children belonging to the Blue-coat Hospital. On the south side of the chancel is a costly monument of marble, erected to the memory of Foster Cunliffe, merchant; and at the east end of the church is another, erected

to the memory of Wm. Lawley, esq., of Staffordshire. The steeple is 108 feet high, and contains a peal of eight good-toned bells. Divine service is performed in the church every Sunday evening, when it is lighted with gas.

ST. GEORGE'S CHURCH

is a modern building, which, both in its external and internal construction, bears evident marks of elegance and taste; but its walls being decayed, the common-council, it is understood, have determined to case them with new stone. An act was obtained for building this church in 1715, but it was not consecrated till the year 1732. The body is formed by a Doric range, bearing an attic entablature, with a parapet, ornamented with vases. The windows being designed to give light to the galleries, as well as to the aisles, are disproportionably large. On each side of the church is an elegant terrace, supported by six rustic arches, under which is a convenient recess for the accommodation of the market people. At each end of this terrace is an octangular building, one of which is an office for the clerk of the market, and the other for the adjusting of weights and measures. Beneath the church is a spacious vault, which is the burial-place of many of the principal inhabitants. The fine steeple which adorned this church having been taken down, it being deemed unsafe, from the sinking of the foundation, a new one is now erected. The base of the steeple is 30 feet square, and the whole height to the

top of the cap of the spire is about 214 feet. The base is rusticated and crowned with a Doric entablature, corresponding with that which belongs to the church. The entrance door of the steeple is also Doric, with two pilasters supporting an entablature with a pediment; the window above the door is plain but neat. From the before-mentioned base springs a square pedestal for the support of the Ionic order, which is of an octangular form, with a column attached to each angle, measuring 2 feet 6 inches in diameter, and in height, including the base and cap, 22 feet 6 inches. Between the columns are belfry windows, surrounded with an architrave and crowned with an entablature: above those windows is the clock, which is placed in sunk panels. The next tier of columns which surround the base of the spire (which is circular) are detached, and are of the Corinthian order. There are eight of these columns, measuring in diameter 2 feet 1 inch, and in height 21 feet, including the base and cap. This order has a balustrading at the top, which forms a passage round the springing of the spire. The spire is quite plain, with oval openings for lights, and is finished at the top with a composite cap.

At this church, the mayor, aldermen, and common-council usually attend divine service. The inside displays great elegance. The galleries are supported by slender pedestals, and the roof by handsome Corinthian columns. The pulpit, the altar-piece, the organ-loft, the front of the galleries, &c. are all

handsomely finished in fine black Jamaica mahogany. The whole is enriched with carving and gilding in the modern taste. There are no monuments or inscriptions.

ST. THOMAS'S CHURCH.

This church was consecrated in the year 1750. The square part of the tower is decorated with windows in the Grecian style, with two couplets of Corinthian columns, and an attic balustrade. The body of the church consists of a rustic base, and two rows of windows, between which are Ionic pilasters, and above them a cornice and balustrade, terminated with vases. The east end of the church has an octagonal projection, which forms the chancel. The church within is well lighted, and exhibits that kind of simplicity which is to be preferred to crowded and ill-disposed ornament. The ground-floor is well pewed. The galleries are supported by eight pedestals, on which stand as many Corinthian columns : upon these is a light entablature sustaining the roof. The chancel is neatly paneled, and ornamented with fluted and gilt Corinthian pilasters. The organ and its gallery, with a handsome clock below, add much to the appearance. The whole is simple and pleasing. On the 15th March, 1757, there was a heavy gale of wind, which blew down twenty feet of the spire of this church : the stones penetrated through the roof, and did considerable damage. It was subsequently restored, and the spire was raised 240 feet from the ground.

In the year 1822, however, considerable alarm was excited by its perceptible vibrations, particularly during strong gales of wind. It was, in consequence, surveyed; and, the report of the surveyors being confirmatory of the dangerous state of the spire, the common-council gave orders for the dismantling of many yards from the summit. In this dilapidated state it now remains, detracting greatly from the appearance of the town, in which it was a prominent and picturesque object, especially when viewed from a distance.

ST. PAUL'S CHURCH,

a miniature imitation of the great cathedral of London, was built at the expense of the town, and consecrated in 1769. It has a bold Ionic portico on the west side, the pediment of which, with its large projection, produces an agreeable recess of shadow upon the body of the building, and finely relieves the four columns which support the front. The south and north fronts have each a pediment supported in like manner, but not with so great a projection. To each of these fronts there are handsome flights of steps, which lead to the several entrances into the church, the main body of which is one Ionic order, standing upon a low rustic basement. The stonework is finished at the top with plain vases and a range of balustrades. In the centre, upon an octangular base, rises a dome, on which is placed a lantern, terminated with a large gilt ball and cross. Within, the dome is

supported by eight Ionic columns, which, being lofty, large, and of a dark-gray colour, have a rude and unpleasing appearance. The galleries, which are neatly constructed and pewed, retreat behind these columns, and are privately supported by brackets inserted in the shafts of the pillars. The ground-floor is divided into open seats for the use of the poor. The altar is an oval niche, plain and neat. The great inconvenience in this church, as it was originally erected, was, that the minister's voice could scarcely be heard by a great part of the congregation. The pulpit was moveable, but no part in which it could be placed could make the voice distinct. In 1818, however, some judicious alterations were made in the interior, which have almost removed the inconvenience. The church is, in consequence, better attended. Divine service is performed in it on Sunday evenings.

ST. ANNE'S CHURCH.

This church stands at the north end of St. Anne-street, Richmond. It was built by two private gentlemen, about the year 1770. It is a small neat structure of brick and stone, chiefly in the Gothic style. The main entrance is at the south from St. Anne-street, and presents a sort of façade, or skreen, in which is a door placed on each side the window of the altar, over which are three other windows; the whole is terminated by a plain pediment. At the north end is a plain brick tower, on each angle of

which is a small pinnacle. The body of the church has two ranges of windows, all of which finish with pointed arches. The inside is well pewed in two aisles: the galleries are supported on each side by slender cast-iron columns: it has a small organ. The altar ornaments are neat, and the window is of painted glass, richly executed. This church is remarkable for being placed in a north and south direction, instead of the usual one, east and west.

ST. JOHN'S CHURCH

was built in the year 1784. The tower is square, 123 feet high, and ornamented at the top with pyramids. The north and south fronts of the church have each five windows in the basement, and five in the attic; between each of these windows rises a sort of pilaster supporting a pedestal, on each of which is placed a pinnacle; between these, over each window, rising on high plinths, are large vases. A square projection at the east end forms the recess of the altar, over which is the organ in a small gallery. The inside is plain; the galleries contain enclosed pews, which are rented; the lower part is for public accommodation. The church-yard is a public burial-ground, and is crowded with bodies, there having been not less than 27,000 interments within it in twenty years. It has, in consequence, been determined, with a view to the public health, to limit the number of interments for the future.

ST. MICHAEL'S CHURCH.

This church is situate in Kent-street. It is of the Corinthian order, with an excellent portico surrounding the west, or steeple end, consisting of ten Corinthian columns and two half columns, measuring in diameter 3 feet 2 inches, and in height 31 feet 8 inches, including the base and cap. There are four columns at the east end, the same as those before-mentioned. The entablature which these columns support continues round the body of the church. The capital of the columns of the portico is copied from the remains of the temple of Jupiter Stator, at Rome. The whole front of the portico is 61 feet 7 inches. The windows of the church are circular-headed, and have an architrave round them; they are divided by a panel into two. The steeple, above the roof, has a pedestal, from which sixteen Ionic columns, attached to the walls, supporting an entablature and balustrading, spring: between the columns are belfry-windows, which have circular heads and an architrave round them. These columns are 2 feet 6 inches in diameter, and are in height 22 feet 6 inches, including the base and capital. Behind the balustrading commences the pedestal for the Corinthian order, which consists of eight columns and pilasters, forming four projecting portals: these columns are 2 feet 1 inch in diameter and 21 feet high. The windows to this order are the same as those before-mentioned. The spire, which is octangular, commences from this order,

and is finished at the top with a capital. The total height of the steeple from the ground is 201 feet. This church will contain 1,306 sittings, of which 520 will be free. The parish of Liverpool expended the sum of £35,000 upon it; but, being unwilling to expend more money upon it, an arrangement was, in the early part of the year 1823, made with the corporation of Liverpool, which has, under certain conditions, undertaken to finish the building.

CHURCH OF THE SCHOOL FOR THE BLIND.

This church is situate in Duncan-street, and communicates with the school by a subterraneous passage. The foundation-stone was laid on the 6th of October, 1818, by the lord bishop of this diocese; and the church was opened on the 6th of October, in the following year, by the same right reverend prelate; a space unusually short for the erection of so beautiful a piece of architecture.

The architect of this church, after a long residence in Greece, was desirous of exhibiting a specimen of Grecian architecture, as far as its application was consistent with the convenience and funds of the building; and, in consequence, proposed the design of the portico at the west end, which is an exact copy of the portico of the temple of Jupiter Panhellenius in the island of Egina, where it is well known that the architect, Mr. John Foster, junior, in company with Mr. Cockerell, of London, made, in 1811, some very important antiquarian discoveries.

As a specimen of architecture, the portico cannot fail to attract the attention of the connoisseur and the classical antiquary. It is of a peculiar species of the Doric order ; and the example from which it is taken is one of the earliest specimens of Grecian architecture, and the only remains of that era now extant.

The exterior of the remaining parts of this building is perfectly in unison with the character of the portico ; and evidently seems to have been selected with singular propriety for the present object and occasion. The church is capable of accommodating one thousand persons.

The town of Liverpool is certainly rich in the possession of this example of classic taste, which has made such a splendid addition to its architectural beauties. It is to the genius, talents, and attachment of Mr. J. Foster, junior, that his native town is indebted for this permanent mark of distinguished preeminence, as we are not aware that a similar specimen of ancient Grecian architecture exists in any part of the kingdom.

Two objects were chiefly in view in erecting this beautiful church. The first object was to accommodate the blind pupils with a place for divine worship near to the school ; the other, to make it, like the Magdalen and Foundling, in London, serve as an auxiliary for supporting the beneficent institution to which it is attached. One-half of the pews are reserved for the accommodation of strangers, who, while they will be pleased with the beauty of the

church, and instructed and improved by the impressive manner in which the service is conducted by the deservedly popular preacher who ministers in it, will, at the same time, have an opportunity of contributing something towards the funds of the charity. For this purpose, two gentlemen stand with plates at the entrance, and every stranger who visits the church is expected to contribute a trifle in silver. No contribution, however, is expected from pew or seat holders.

At the east end of the church is a handsome monument, erected, at the expense of the subscribers, to the memory of Pudsey Dawson, esq., one of the earliest and warmest patrons of the institution, of whom the reader will find a more extended notice in the account of the school itself; and, over the altar, there is a very large and fine picture, by Hilton, representing our Saviour restoring sight to the two blind men.

A very fine-toned organ, built by Gray, of London, is erected in the church; and the vocal part of the service is admirably executed by the blind pupils.

The church is warmed and ventilated upon Mr. Sylvester's improved plan. The stoves are so ingeniously contrived as to withdraw the impure air, and replace it with pure warm or cold air, (as the season may require,) with great rapidity.

ST. JAMES'S CHURCH,

situate at the south end of the town, adjoining Tottenh-park, was built by private proprietors in 1774.



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It is a plain brick building with a square tower, having few decorations within or without: it has a gallery and an organ. It is a neat and commodious place of worship, and is in the parish of Walton.

TRINITY CHURCH

stands on the east side of St. Anne-street, and was consecrated in 1792. It is a stone building, with a tower to the west, with vases at each angle: the north and south fronts have each two ranges of five windows, with circular heads; on the top is an attic demi-balustrade. The inside is pleasingly designed and well-finished. At the west end is an organ. The whole of the inside is neatly painted, and the pews are lined.

ST. STEPHEN'S,

in Byrom-street, originally an anabaptist chapel, has been well repaired, pewed, and rendered very commodious. It has a handsome organ.

ST. MATTHEW'S,

in Key-street, was originally a dissenting chapel. It is not extensive, but commodiously fitted up.

CHRIST CHURCH,

an elegant and costly edifice, situate in Hunter-street. It is built of brick, ornamented with stone. It has no tower; but a light and well-constructed dome, or cupola, rises from the north end, and is seen to advan-

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tage from many parts of the town. The yard is contracted, and has but few tombs, the principal cemetery being a vault running under the body of the church, the entrance to which is discovered at the north end. The inside is remarkably handsome and well-finished. The body of the church is pewed throughout, and the pews are lined and painted. The pulpit and reading-desk are of mahogany, and judiciously disposed. The altar combines elegance with neatness: at the back it is wainscotted with mahogany, divided into compartments; the central one having a dove, carved in wood and gilt, surrounded with rays of glory; the others contain appropriate quotations from the holy scriptures: the whole is lighted from a large Venetian window. A marble tablet on the right bears an inscription, which informs us that, in the year 1797, this church was erected at the sole expense of Mr. John Houghton, and endowed by him with £105 per annum, as a salary for a minister for ever, from the rents of twenty-four pews, with a further provision for an organist, a clerk, and sexton, from the rents of other pews; and that four hundred free sittings are appointed for the sole use of the poor, in the upper gallery. The church is galleried on three sides, with an upper and lower gallery, and an organ-gallery at the south end. A singular, but pleasing, appearance is thus given to the whole; but the effect would have been better, if the building had been somewhat more lofty, the upper gallery approaching very near the ceiling. The timber which supports

the upper gallery is also disagreeably exposed, and detracts much from the view of the interior when taken from the altar, as in that part there is an indication of something naked and unfinished. Each gallery in front is supported by neat and slender iron columns. The organ has the singularity of being double, a part being disposed on each side of the organ-gallery, and each appearing a distinct and complete instrument: by this disposition the light is admitted from a large window behind the organ. The organist is placed in the centre, with his face to the congregation, without being seen. This organ, the only one of the kind in the kingdom, was designed and constructed by the late Mr. Collins, an artist of the town. The entrance into the galleries is by four stair-cases of stone, judiciously disposed so as to prevent confusion; the entrances to the upper gallery being from the outside, and those to the lower from the inside of the church. Through a door of the upper gallery there is a passage into the cupola, in which is a room with four lofty windows, commanding a prospect of the town. The view is, however, more complete, if an ascent be made by a ladder, to the circular gallery which surrounds the cupola nearly at the top. The ascent is commodious and without danger. This station commands a more perfect view of Liverpool than can elsewhere be obtained, except from the top of the Town-hall, and is, in consequence, worthy the notice of the stranger. The expense of this erection is said to have been

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£15,000. It was opened in 1798, but was not consecrated till 1800.

ST. MARK'S,

situate at the upper end of Duke-street, is a plain neat building of brick, remarkably commodious and well-disposed within. It has a large painted window in the chancel, and is finished throughout in an elegant and pleasing style. It ranks among the first erections for divine worship in the town. It was erected by subscription, at an expense of about £18,000. It was licensed in 1803, and consecrated in 1815. There are sittings for 1,714 persons in this church, of which 300 are free.

ALL SAINTS',

situate in Grenville-street, at the north end of the town, near Scotland-road, has not been consecrated, but the worship is performed according to the forms of the church of England. This was formerly a tennis-court, and the alteration is not so complete as entirely to obliterate its former appearance.

ST. ANDREW'S

is a neat structure, erected in Renshaw-street, by John Gladstone, esq., M.P., at an expense of about £10,000. It was consecrated in 1815. The heads of the windows are of stone, and the walls are stuccoed in imitation of stone: it has a turret steeple surmounted by a dome, which is supported by eight

columns. The inside is plain, but very neatly finished : the gallery is supported by slender cast-iron columns, and at the west end is a singing-gallery and an organ. The church contains sittings for 1,250 persons of which 300 are free.

ST. PHILIP'S CHURCH

is situate in Hardman-street, near to Rodney-street. It was built by Mr. John Cragg, at an expense of about £12,000, and was consecrated in 1816. It is in the Gothic style of architecture : the external walls are of brick, painted ; and the principal part of the work in the inside is of cast-iron. It contains sittings for 1,000 persons, 150 of which are free.

ST. LUKE'S CHURCH

stands in Berry-street, at the top of Bold-street. The foundation-stone was laid in 1811 ; little progress, however, was made for several years in the work, but it is now going on with rapidity. It is intended to be in the Gothic style of architecture, and is building at the expense of the corporation.

UNITARIAN CHAPELS.

These are three in number, of which, in point of erection, the oldest is in PARADISE-STREET. The form of this structure is octagonal, open at one of the sides, in which is the principal entrance. Each side of the octagon exhibits two windows : an attic balustrade runs round the whole, ornamented with vases

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at each angle: in the centre is a large octagonal lantern, with small vases at the angles. A handsome iron gate and railing enclose a small area, which gives an additional ornament to the building. The inside is well lighted, and in every respect commodious. The seats are lined and ornamented; the pulpit, supported by six columns, with a double flight of stairs, makes a very pleasing appearance. The gallery is well-constructed, and in the front is richly inlaid and veneered with beautiful woods. It has a handsome well-toned organ. The whole is well planned, and finished with a degree of taste and elegance seldom to be met with in structures of this kind.

The second is in **RENSHAW-STREET**. It is a plain, handsome building of brick, with a stone front: the windows have circular heads of stone, and the front is surmounted by a plain, though bold and handsome, pediment. It has a well-toned organ. There is a spacious cemetery behind the chapel.

The third is in **SIR THOMAS'S-BUILDINGS**, but it has nothing remarkable. It was formerly a Roman Catholic chapel.

METHODIST CHAPELS.

The first in point of size is **BRUNSWICK CHAPEL**, near to Daulby-street, London-road. It is a very handsome structure, with a stone front and portico in the Ionic style of architecture. The inside is laid out in the manner of an amphitheatre, without any gallery, except a small projection on the west side,

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which is exclusively appropriated to the organ, and the use of the singers and the children of the school attached to the chapel. It is calculated to seat about one thousand five hundred persons, and, when filled, has an imposing effect. A burial-ground is attached to the chapel.

The second is in **PITT-STREET**, a populous but confined situation. It is of large dimensions, and elegantly constructed. The gallery is extended on all sides, and is pleasingly disposed in an oval form. Under the southeast gallery is a neat communion-table, and in front of this a light and tasty pulpit, supported by fluted pillars. Part of the ground-floor is pewed, and the rest is covered with seats for the accommodation of the poor. Connected with the chapel are two large vestries.

LEEDS-STREET CHAPEL: a large, plain, and commodious building, with a burial-ground attached.

MOUNT PLEASANT CHAPEL, situate in the street of that name, is plain and respectable.

BENN'S-GARDEN CHAPEL is exclusively appropriated to the use of the Welsh Wesleyan Methodists.

MURRAY-STREET CHAPEL belongs to the New Connexion of Methodists, who differ from the great body merely in church discipline.

INDEPENDENT CHAPELS.

The independents have four chapels. The first is designated **GREAT GEORGE-STREET CHAPEL**, after the name of the street in which it is situate. It is a

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very large and commodious building. The external walls are of brick ; and a handsome stone portico ornaments the front entrance. The inside is well-arranged for the accommodation of the congregation, and the whole has a light and elegant appearance. It is estimated to seat near two thousand individuals. Beneath are two spacious schools, one for boys and the other for girls, in which near one thousand children are taught on Sundays. The history of this chapel is melancholy. It was originally designed for the late Rev. Thomas Spencer, a young man of most promising talents, and possessed of rare powers of eloquence, the chapel in which he ministered, in Renshaw-street, having become too contracted for the crowds that pressed to gain admittance. The foundation-stone was laid by him in April, 1811 ; but, before much progress had been made in the work, he was drowned, in August following, whilst bathing in the river.

The second chapel belonging to the independents is in RENS^HA^W-STREET ; the third, bearing the name of BETHESDA, in Duncan-street, London-road ; and the fourth in RUSSEL-STREET. They are neat and commodious.

The WELSH CALVINISTS have a chapel at the south end of the town, one in Pall-mall, and another in Great Crosshall-street.

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The **BAPTISTS** have five chapels, which are situate in **EDMUND-STREET**, **BYROM-STREET**, **COMU-STREET**, **LIME-STREET**, and **GREAT CROSSHALL-STREET**. **Byrom-street** and **Lime-street** chapels are moderately large and commodious.

The **GLASSITE**, or **SANDEMANIAN CHAPEL** is in **Pembroke-place**.

The **SCOTCH CHURCH** is placed in **Oldham-street**, **Renshaw-street**; and is a place of considerable extent, with a very respectable congregation.

A **SCOTCH CHAPEL** is also erected in **Gloucester-street**.

The **QUAKERS' MEETING-HOUSE** is in **Hunter-street**, and has all the plainness and simplicity which distinguish the sect to which it belongs.

The **ROMAN CATHOLIC** Chapels are five in number. One in **LUMBER-STREET**, a second in **SEEL-STREET**, a third in **ST. ANTHONY'S-PLACE**, **Scotland-road**. These three possess nothing peculiarly worthy of notice : they are spacious and numerously attended. The fourth is a new and elegant one in **BLAKE-STREET**, larger than any of the preceding. A new chapel, called **ST. PATRICK'S**, is erecting in **Park-place**, **Toxteth-park**.

Places of Worship.

The JEWS' SYNAGOGUE is in Seel-street, and worthy of the opulence of that people. The building is of brick, with a handsome stone front. The pediment is supported by four large columns of the Ionic order.

CHARITABLE ERECTIONS AND INSTITUTIONS.

See ! tender Pity comes:—at her control
Drops the big tear, and melts the stubborn soul.
Hence rose yon pile, where sickness finds relief,
Where lenient care allays the weight of grief ;
Yon spacious roof, where, hush'd in calm repose,
The drooping widow half forgets her woes ;
Yon calm retreat, where, screen'd from every ill,
The helpless orphan's throbbing heart lies still,
And finds, delighted, in the peaceful dome,
A better parent and a happier home.

THE OLD INFIRMARY.

THIS important and useful institution is for the accommodation and relief of the sick and infirm poor. It was at first established, and has been since conducted, upon the most liberal principles ; and the support it has experienced has enabled its conductors to distribute its benefits to an extent peculiarly gratifying to the humane and reflecting mind. Not only all proper objects, without distinction, in the town of Liverpool are admitted, but it receives all those whom sickness or misfortune may lead to apply for assistance, from whatever quarter they may come, provided

they are recommended by a subscriber, and their cases be such as come within the nature and purposes of the institution itself; but in case of sudden accident the recommendation is dispensed with.

This excellent design was formed about the year 1745, when a subscription was opened, by the principal inhabitants of Liverpool and some neighbouring gentlemen, for erecting a building for the purpose; and a well-situated field was given by the corporation for 999 years. The work was begun the same year, and carried on with much spirit; but, soon after, the national disturbances so much retarded the prosecution of it, that the house was not finished till the latter end of 1748. On the 15th of April, 1749, it was opened for the admission of patients.

The edifice is of brick, ornamented with stone, and is situate on an elevated, and, at the period of its erection, an open and healthy spot. The principal building has three stories, consisting of large wards for the reception of the patients, and other necessary apartments. It is connected with two wings, by handsome colonnades: before it is a large area, enclosed with an iron gate and railing; and behind it was formerly an extensive garden, which supplied the patients with esculent and physical plants; but it was, a few years ago, greatly circumscribed, in order to enlarge the New Haymarket. On the top of the building a turret is erected, and on the pediment in front there is a clock. The extension in front is 120 yards, and in depth 100 yards.

The corporation made, a few years ago, a proposal to the trustees, to remove the present building, and to erect a new Infirmary on the east side of Brownlow-street, one of the most open, elevated, and airy situations in the town. The trustees accepted the proposal, and the erection of the new Infirmary was commenced in the year 1821. The old Infirmary will, when the new one is finished, be taken down, and a new street cut through its site to St. John's-lane, for the purpose of avoiding the difficult acclivity of Shaw's-brow.

THE NEW INFIRMARY.

This is a large, chaste, and elegant stone-fronted edifice, of three lofty stories, situate on an elevated and enclosed piece of ground, in Brownlow-street. The width, at the back, including the wings, is 204 feet, and the depth, from the front of the colonnade to the back, 108 feet. The portico recedes back, at the top, without a pediment; and six massive columns, of the Ionic order, with corresponding pilasters in the angles, support a plain but broad frieze, and a bold projecting cornice, which is continued along the entire front and wings of the building: the wings fall back, from the front of the portico, 82 feet. Above the portico the windows of the upper rooms appear, with a cornice, subordinate to the lower one, and the whole is surmounted by a suitable parapet. There are 188 windows in the front and wings of this extensive building, exclusive of those at the

back, which look eastward. There is an imposing grandeur in the general effect of this edifice, far exceeding that of any similar erection in the town. Such an extent of masonry, with the fine effect of the numerous windows, together with the beautiful simplicity and harmony of its various members, render this structure another splendid addition to the architectural beauties of the town; and is highly creditable to the taste and distinguished ability of the architect, Mr. John Foster, junior, of this place. The first floor contains a suit of about twenty rooms, for the accommodation of the committees, officers of the institution, and the household; except one long room, in the left wing, which is fitted up as a ward, for the reception of those patients whose situation, from accidental casualties, require prompt attention. All the domestic concerns are conducted below, on the ground-floor. The second and third stories are appropriated to the use of patients, where eighty more can be admitted than in the old establishment. The entire building is ventilated and warmed upon Mr. Sylvester's plan.

THE SEAMEN'S HOSPITAL

forms part of the external appearance of the old Infirmary, the two wings of which are applied to this purpose. This charity is intended for the maintenance of decayed seamen of the port of Liverpool, and their widows and children. It is supported by the monthly allowance of sixpence, which every,

seaman sailing from the port is obliged, by act of parliament, to pay out of his wages.

The design of this institution was first formed in the year 1747, and carried into execution five years afterwards, when the commissioners of this hospital agreed with the trustees of the Infirmary for the ground lying on the east and west sides, at a yearly rent of £20, for 999 years, and immediately proceeded to build proper houses for the purpose. The expense of the erection was £1,500. The connexion of these buildings with the Infirmary, adds much to the appearance and respectability of both; but they will, it is probable, be dismantled with it.

THE DISPENSARIES.

There are two dispensaries in Liverpool, the north and the south. The north dispensary is situate in Church-street. It is a neat and eligible erection of brick, with a circular portico. The south dispensary is situate in St. James's-street, and was formerly a dwelling-house. It was established in the year 1822, the great increase in the population and extent of the town, since the erection of the north dispensary, rendering it absolutely necessary to divide the town into two divisions, and to appoint medical officers to the superintendence of each. The objects of these excellent charities are such of the poor as are recommended by the magistrates, clergy, churchwardens, the parish committee, or any of the subscribers. The spirited support that these important institutions have

met with does great credit to the feelings and character of the inhabitants.

The north dispensary is conducted by a president, two auditors, and three physicians; together with three surgeons and one apothecary, who officiates as secretary. The south dispensary is conducted by the same number of officers. Two physicians attend every day, Sunday excepted, one at nine and another at eleven; a surgeon likewise attends at ten in the morning. One of these, or the apothecary, regularly visits such sick poor as cannot come to the dispensary.

SCHOOL OF INDUSTRY FOR THE INDIGENT BLIND.

“As there is not any sense or faculty of the corporeal frame which affords so many resources of advantage and entertainment as the power of vision; so there is no loss or privation which can be productive of disadvantages or calamities so multiform, so various, and so bitter, as the want of sight.”

But chief of all,

O loss of sight! of thee I most complain:
 Light; the prime work of God, to me is extinct,
 And all her various objects of delight
 Annull'd, which might in part my grief have eas'd;
 Inferior to the vilest now become
 Of man or worm. The vilest here excel me:
 They creep, yet see; I dark in light, expos'd
 To dally fraud, contempt, abuse, and wrong;
 Within doors, or without, still as a fool,

 Charitable Institutions.

In power of others, never in my own ;
 Scarce half I seem to live, dead more than half,
 O dark, dark, dark ! amid the blaze of noon,
 Irrecoverably dark ! total eclipse,
 Without all hope of day !

MILTON'S SAMSON.

Thus dependant for every thing on the good offices of others ; exposed to injury from every quarter, which they are neither capacitated to perceive nor qualified to resist, the blind are, during the present state of being, rather to be considered as a kind of prisoners at large than citizens of nature. A sedentary life relaxes the frame ; the reflection of their dependance and inutility depresses the mind and embitters existence ; and, the native tone of the nervous system being broken, disagreeable impressions and distressing suspicions complete their misery. Where the circumstances of these unhappy objects have afforded the advantage of a literary education, they may find some relief from these miseries in the resources of their own minds ; but this is the lot of a very few. The poor blind feel all these miseries without alleviation. They are either forced to a life of vagrancy and vice, or obliged to depend for a scanty subsistence upon a grudging parish or needy relatives : and, destitute of employment, they drag out an existence, painful to themselves and burdensome to society.

Experience has, however, fully proved, that blind persons are capable of learning a number of useful

arts, and thus, by obtaining employment, to escape the miseries of vacancy and reflection; and also to become less dependant, by contributing to their own subsistence. On these principles, and for this very benevolent purpose, an institution of this kind, under the appellation of a School for the Indigent Blind, has been established and carried on in Liverpool since the year 1791, with remarkable success. The stranger, in his transient visit to this valuable institution, will find his feelings and curiosity equally gratified; and the inhabitant justly regards as one of the proudest honours of the town the place where the greatest of human misfortunes was first alleviated, and where a class of beings, otherwise wretched, are, by proper culture, rendered happy themselves and useful members of society.

The external appearance of the building, which is situate in London-road, at the corner of Duncan-street, is principally characterized by its neatness and simplicity, so as to prove that in its erection utility was more regarded than ornament.

An extract from the printed address of the committee of this institution will still farther explain its nature, design, and success.

“About thirty-two years have now elapsed since an attempt was made to afford relief to those persons who were labouring under the complicated misfortunes of poverty and blindness, by forming an institution where they might be cheered by conversation, and where, by being engaged in different occupations,

their minds might be relieved from the fatigue of inactivity, at the same time that their labour might, in some degree, contribute to their support. The experiment of a few years proved that the object was not unattainable, and even the first efforts that were made were so far successful, as to meet with the decided approbation of the public. Increased experience has, however, enabled the managers of the institution to improve the nature of the establishment under their care; and, as they extended their views, they have continued, during each successive year, to render it less of an ASYLUM, and more approaching to a SCHOOL, where the blind should be instructed in some useful art or trade, by which they might be enabled to procure for themselves a comfortable livelihood.

“ At the opening of the present school, in the spring of 1800, the number of pupils was increased to seventy; in 1809 to one hundred; and the number at present in the school is one hundred and twenty. They are all of them usefully employed, and they exhibit a picture of cheerfulness and comfort which can, perhaps, scarcely be paralleled by an equal number of individuals, of any description whatever, collected under the same roof. Few persons have, for the first time, been eyewitnesses of the scene which it presents, without shedding tears of sympathy and delight. Nor has their interest in the establishment been diminished by a more intimate acquaintance with it. To behold a number of our

fellow-creatures, whose previous situation was so truly deplorable, become at the same time happy and useful, produces a sensation of heart-felt satisfaction which words are unable to express.

“A circumstance which, at the same time that it is highly gratifying to the feelings of the committee, proves decidedly the favourable opinion which the public at large entertain of the benefits derived from the institution, is, that five similar schools have been established on the plan of the one at Liverpool: viz. in the cities of London, Dublin, Edinburgh, Bristol, and Norwich.

“The principal occupations of the pupils at present are—spinning, hamper and basket making, the plaiting of sash line, the weaving of worsted rugs for hearths, carriages, and doors, of linen, and of floor cloth and sacking, the making of sacks and list shoes, the manufacturing of twine, pack thread, log lines, clothes lines, and fish lines, of stair carpeting, and of foot bears, points and gaskets from old ropes, and the learning of music. In this last department, the attention of the committee is principally directed to qualifying the pupils for the office of organist: more than fifty of them have been rendered fully competent to such an appointment. The pupils are also instructed in a new method, upon the principle of the Madras system established by Dr. Bell, of teaching music to others, and in tuning and stringing musical instruments; a circumstance which, in country places particularly, may be an important advantage to the neigh-

bourhood where they are introduced. By these means they are enabled to procure for themselves a comfortable livelihood, and have met with considerable encouragement. Besides the means which are adopted to instruct the pupils in these several employments, a strict attention is paid to their moral and religious conduct. The health of the pupils is also made an object of especial care, and medical practitioners are appointed to superintend and regulate all circumstances relating to it. The medical committee particularly direct their attention to the state of the eyes, and consider it their province to ascertain whether any means can be employed for the recovery of sight: it may be necessary to remark, that no operation of this kind is ever performed without the express consent of the parties and of their friends.

“The first object of the governors in erecting buildings was to provide the pupils with a school, where they might spend a certain number of hours daily, and receive instruction in their several trades; and, in the year 1800, a commodious building for this purpose was erected, principally from the contributions of the inhabitants of Liverpool. The pupils were lodged in different houses near the school; but although every care was taken to provide them with suitable accommodations, yet it was found, on many accounts, desirable to have them more under the immediate inspection of the governors. Every year afforded fresh proofs of the importance of accomplishing this object, and the committee were induced,

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from the encouragement which they received from the public, to commence an extensive range of additional buildings, connected with the present school, in which those pupils, whose friends do not reside in Liverpool, might be lodged. The buildings are now completed, but there remains a heavy debt to be discharged.

“The number of blind persons who have been received into the charity, since its first institution in 1791, is six hundred and twenty-four, of which one hundred and eighteen only have belonged to Liverpool. Of these there are a few pupils who are entirely supported by their friends, and do not receive any wages; being placed there solely for the purpose of availing themselves of the advantages of the instruction to be received in the institution.”

Such are the plan, objects, and present state of an institution which is the boast of the town, and a visit to which will be productive of unmingled delight and satisfaction to the humane and benevolent mind.

The institution sustained, in the year 1816, a severe loss by the death of Pudsey Dawson, esq. This benevolent gentleman was one of the founders of the school. He fostered the institution in its infancy; with unceasing solicitude he watched its progress to maturity; and, long before he was removed from this earthly scene, he saw it attain to the greatest degree of vigour and usefulness, and become the dispenser of innumerable blessings to the unfortunate objects of its care. For many years previous to his death,

he had been but partially engaged in the pursuits of commerce; and, with an ardour peculiar to himself, he devoted the greater portion of his time to the zealous superintendence of his favourite institution. The disorder which terminated the existence of this excellent man seized him while superintending its concerns. Society long mourned the privation of so bright an ornament; and the place which Mr. Dawson occupied with so much credit to himself and advantage to the community was not easily filled up.

BLUE-COAT HOSPITAL.

This charity was instituted in 1709, under the name of the Charity-school. A small building was erected by benefactions, where forty boys and ten girls were provided with clothes and learning. In the year 1714 the treasurer, Bryan Blundell, esq., observing that the utility of the design was greatly obstructed by the children residing with their parents, (the charity, at that time, only supplying them with clothes and instruction,) promoted a subscription for erecting a building in which they might live together under a regular discipline, and be furnished with all kinds of necessaries. The scheme being liberally patronised, the whole design was completed in the year 1726. The building is of brick, ornamented with stone, and the apartments are numerous and convenient. In the principal body of the building is a good hall, and a staircase leading up to a large room employed as a

chapel. Behind the building is a large convenient yard, and before it a spacious area, enclosed with handsome gates and iron rails. A few years ago, additions were made, nearly equal in size to the original building, which greatly conduce to the health and comfort of the children.

The number of children clothed, lodged, and dieted by this charity is 286, of whom 200 are boys and 86 girls. The boys are taught reading, writing, and arithmetic; and those intended for sea are instructed in navigation. The girls are taught reading, writing, sewing, spinning, knitting, and housewifery. All the children are at school the whole of the day, and are taught on Dr. Bell's system; they are admitted into the hospital at the age of eight years, and apprenticed at fourteen. Formerly this charity was vested in fifty trustees; but in 1803 they were increased to one hundred. The treasurership was in the family of the Blundells for eighty-two years. The treasurer is now annually elected.

The executors of William Clayton, esq., M.P. for the borough, who died in 1715, paid to the trustees the sum of £1,000; and the Clevelands, whose monuments are in the Old Church, bequeathed to it premises which sold for £1,706. 13s. 9d. From them Cleveland-square derives its appellation. But the most munificent patron of this excellent charity was the late Mr. John Harrocks, who died in the year 1823. This lamented gentleman, besides his donations to the other charities, gave, in the course

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of seventeen years, the following princely donations to the hospital :

1805, Dec. 10, 1st donation	£21	0	0	
1809, Oct. 24, 2d	21	0	0	
1810, Feb. 13, 3d	500	0	0	
1815, Mar. 28, 4th	50	0	0	
1816, Dec. 28, 5th	100	0	0	Dock Bond.
1820, Nov. 7, 6th	100	0	0	
1821, April 6, 7th	2,000	0	0	
1822, April 7, 8th	230	0	0	Organ.
	<u>£3,022</u>	<u>0</u>	<u>0</u>	



The annual expenditure of the hospital is near three thousand pounds ; and it has frequently, we are sorry to add, greatly exceeded the income. We trust, however, that the known liberality of the town will not permit one of its most ancient and useful charities to languish for want of pecuniary support.

OPHTHALMIC INSTITUTIONS.

There are two institutions in the town for curing diseases of the eye: The first is THE LIVERPOOL INSTITUTION FOR CURING DISEASES OF THE EYE, in Basnett-street, which is supported by subscription. The other is THE INFIRMARY FOR DISEASES OF THE EYE, in Slater-street, also supported by subscription. Their objects are such of the poor as are afflicted with disorders of that delicate organ ; and they have, since their establishment, been the means of doing much good.

THE LUNATIC ASYLUM

is situate in the old Infirmary garden, and was opened in the year 1792. It is intended to erect a new one in the vicinity of the new Infirmary, and to convert the present building to another use.

WORKHOUSE.

This establishment was opened in the year 1772, and is said to be the largest of the kind in the kingdom. It is situate on elevated ground, in a detached situation; and is in every respect constructed upon an eligible plan. The old people, in particular, are provided with lodging in a most judicious manner: each apartment consists of three small rooms, in which are one fire-place and four beds, and is inhabited by six or eight persons. These habitations are furnished with chairs and all other little articles of domestic use: the aged and infirm reside on the ground floor; and each married couple has a sleeping apartment to themselves. Others are distributed through two upper stories, where the greatest care and attention are paid to their classification. The sick are excellently accommodated, and occupy the principal part of the front of the house, from whence they have a most delightful prospect to cheer their drooping spirits, combined with the purest air, which accelerates their cure in a wonderful degree. All the poor are employed according to their abilities: the adults in various ways, as tailors, shoemakers,

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joiners, bricklayers, plasterers, wheelwrights, blacksmiths, spinners, knitters, sempstresses, pickers of oakum, &c.: the girls, above nine years of age, in weaving calicoes, making straw bonnets, knitting stockings, &c., and as sempstresses; and the boys are instructed as joiners, tailors, shoemakers, &c., and employed for the house use. The inhabitants and others may at all times have apprentices well initiated in these respective trades, on application to Mr. William Hardman, the active and intelligent governor of the house.

HOUSE OF RECOVERY.

This erection stands eastward of the House of Industry, in a situation free, airy, insulated, and in every respect suitable to the end of the institution. The house itself is of stone, respectable in its outward appearance, and very commodious and well-adapted within. It was opened for the admission of patients on the 1st of March, 1806. Patients afflicted with fever and all other contagious disorders are admitted on the recommendation of a physician, or of one of the officers of the Liverpool Infirmary or Dispensary. This institution is supported from the poor's-rate, and is contiguous to the Workhouse, from whence it receives all its supplies. It is, like the Workhouse, under the control and direction of the churchwardens, overseers, and select vestry. Here every possible care is taken of the patient, and, whilst the lenient hand of benevolence is employed

in restoring him to health and vigour, the public good is essentially promoted by preventing the spreading of those epidemical disorders to which large towns are peculiarly subject.

THE ALMS-HOUSES,

situate near the House of Industry, have a neat and pleasing appearance: they are terminated at each extremity by two wings, with an area in front. The several alms-houses which were formerly placed in different parts of the town have given place to these, which are more extensive and convenient, and have also the benefit of a purer air.

LADIES' CHARITY.

The object of this institution, which was begun in 1796, is the relief of poor married women in child-bed at their own houses, who not only receive medical assistance, but the use of bed-linen, food, and every other necessary that their situation requires. In the year 1822, 1,427 persons were relieved by this institution, at an expenditure of £1,033. 19s. 7d. Its income was £1,057. 13s. 11d. It is patronised and chiefly supported by ladies of the first respectability, and its affairs are conducted by a committee composed of six ladies and seven gentlemen, with a lady patroness, president, and vice-president. No public building is connected with this charity, as the present mode of relief is considered superior to that afforded by a hospital. Of late years, the subscriptions to this

excellent charity have fallen off; we hope, however, that the great utility of the institution, and the liberality with which its benefits are dispensed, will secure for it more general support.

LIVERPOOL THEATRICAL FUND.

The object of this institution is the relief of decayed actors. It is supported by the subscriptions of the theatrical corps and of honorary members.

MARINE HUMANE SOCIETY.

This institution was formed in the year 1823, by a few humane individuals; and is supported by subscription. Its object is, by holding out suitable rewards, to induce boatmen and fishermen to go to the assistance of vessels in distress, in the river or on the adjacent coast, for the purpose of endeavouring to rescue their crews from destruction. We regret to state, however, that it has not as yet met with the support from the public which its humane object deserves.

THE STRANGER'S FRIEND SOCIETY;

a charitable and highly beneficial institution, which extends relief to strangers and other distressed individuals and families. It originated with the methodists of this town, and is chiefly, though not exclusively, conducted by them. The poor members of that religious body are not, however, relieved from this institution, which extends its benefits to persons of all

other professions indiscriminately, distress being the only recommendation required. An almost incredible number of persons have, since its institution in 1789, being relieved and clothed; and it has met with a support highly creditable to the benevolence of its friends.

THE WELSH CHARITABLE SOCIETY

was instituted in March, 1804. Its object is to instruct, clothe, and apprentice poor children, descended from Welsh parents, born in or near Liverpool, who have no parochial settlement within the town. This charity is under the patronage of his majesty. Under the direction of this society, an extensive school has been erected in Russell-street, where the education of 340 boys and 78 girls is conducted upon the Madras system.

FEMALE SCHOOL OF INDUSTRY.

This excellent institution was begun in September, 1809. The following extracts from the rules will fully explain its nature :

“The object of this institution is the promoting of the moral and religious education of the female children of the poor, so as to make them useful and industrious members of society.

“The children shall be instructed in reading, writing, and the common rules of arithmetic, and also in knitting, spinning, and plain work.

“The dress of the children shall be uniform, and furnished to them by the committee at prime cost.

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“ A portion of the earnings of each child shall be appropriated to defray the expenses of the clothing.

“ At the end of three and a half years an election shall take place of six of the most deserving girls, and at the end of four years of six others, who shall be taught all kinds of house-work, so as to be prepared for good services. They shall remain in the house one year, and afterwards a half-yearly election shall take place of the same number ; and this distinction shall always be considered as the highest reward of merit.

“ The twelve children so selected shall pay a certain weekly sum, to be determined by the committee, out of their earnings, towards defraying the expenses of their board, lodging, &c.

“ A halfpenny a day out of the earnings of each child in the school shall be subscribed to a general fund, which is to accumulate ; the same contribution to be continued out of their wages when they have left school. After fourteen years' subscription, each member, upon her first marriage, shall be entitled to receive two guineas ; and upon the birth of each child, born in wedlock, she shall be entitled to receive two guineas. Any subscriber remaining unmarried until she is fifty-five years of age, or being left a widow at that period, shall be allowed two guineas per annum for life.

“ A separate fund shall be formed from the subscription of honorary members, and shall be applied, at the discretion of the committee, to augment the

annuities, or to furnish relief to the members of the society in particular cases of distress; provided that it never be reduced below the sum of —.

“A separate account of the produce of each girl’s work shall be kept, and profits shall be placed to her credit. Out of this the expenses of the clothing and the subscription to the fund shall be paid: and the surplus (if any) shall be laid out in providing a stock of clothes and other necessaries upon quitting the school and going to service.”

The business of this institution is conducted by a committee of ladies, and an assistant committee of gentlemen. The house appropriated to this purpose is situated in Heathfield-street, and the charity has given the promise of becoming equally permanent and beneficial. There are 100 girls at present in the school.

LIVERPOOL FEMALE PENITENTIARY.

An institution, under this appellation, for the reclaiming of an unfortunate and miserable class of females, was projected on the day of the national jubilee, 1809, by a few individuals. A public meeting in the Town-hall afterwards sanctioned this charity, which is supported by annual subscriptions. It is conducted on the plan of similar institutions in London, Bristol, Edinburgh, &c.; and though it has not yet received all the encouragement which it deserves, yet many of the unfortunate objects of its care have been reclaimed and restored to their families.

and friends, and have become useful members of society. The institution is at present carried on in a large house, situate at Edge-hill; but a building, particularly adapted for the purpose, is now (1823) erecting in an airy and eligible situation in Lodge-lane.

**SOCIETY FOR BETTERING THE CONDITION
AND INCREASING THE COMFORTS OF THE
POOR.**

This society was instituted in 1809, and its design may be collected from the following extracts from the rules agreed upon at a general meeting of the subscribers :

“That the general object of the society be to collect information respecting the circumstances of the poor, and to put in practice the most effectual means of ameliorating their condition. And as it has been found impossible, notwithstanding the large sums bestowed, to relieve all the distress that occurs in this large town, it appears desirable that particular attention should be paid to every reasonable plan of economy, so as to extend the benefits of charitable institutions to as great a number as possible.

“That the society ever keep in view the principle, that the best relief the poor can receive is that which comes from themselves, and that the most effectual method of improving their condition is by the encouragement of industry and prudence.

“That the business of the society shall be transacted by a committee of twenty-one members.

“ That the committee be also empowered to offer such rewards for good conduct as the state of the funds will admit, so as to awaken the attention of the poor to what will promote their best interests ; that they appoint such officers with salaries as they may think necessary, and apply the funds of the society in such a manner as shall seem to them most conducive to the public good.”

This society has been actively engaged in carrying their design into effect. Two friendly societies, for relief in cases of sickness, by the monthly contributions of the members, upon a basis of correct calculations, one for male and the other for female members ; a provident institution, for the reception of small sums at interest, under the trusteeship of the committee ; a bank for savings ; and a register-office for servants, have been established.

The business of all the various institutions to which the benevolent exertions of this society have given birth are carried on in the Savings Bank, in Boldstreet.

Soup kitchens, to be used for the preparation of food for the poor, in case of a general pressure of distress, are erected at the north and south ends of the town. They originated with the above society.

SAVINGS BANK.

This bank is instituted under parliamentary sanction, for the purpose of affording to persons of either sex, in the humbler classes of society, an easy and

safe deposit for their occasional savings. Its affairs are conducted by twenty-one directors, five of whom are trustees of the sums invested. The money is deposited in the public funds.

BIBLE SOCIETY.

An Auxiliary Bible Society, to co-operate with the British and Foreign Bible Society in London, was instituted here on the 25th of March, 1811. The secretaries of the parent society attended the public meeting in the Town-hall summoned on this occasion, and explained the nature and objects of the charity. A number of liberal donations were made, and an extensive annual subscription was entered into. The important object of this society, as its name imports, is the gratuitous distribution of bibles or testaments to the poor inhabitants, the seamen belonging to the port, and to foreigners; and also, by its contributions, to aid the noble design of the parent institution in translating the holy scriptures into all languages which are represented by letters, and to circulate them throughout the earth. The auxiliary society has, since its formation, distributed 47,237 bibles and testaments; and the total sum contributed to its funds, in the same period, is £16,611. 1s. 10d.

In 1818 a ladies' branch society was organized, the affairs of which have been carried on with a zeal, a vigour, and a success which have surpassed the most sanguine anticipations of its friends, and which, co-operating with the auxiliary society, will leave no

poor family in the town or neighbourhood without a copy of the sacred records. In the course of four years, the total income of this society amounted to the sum of £6,023. 11s. 6d.; and it distributed, in the same period, 10,424 copies of the scriptures.

The business of the auxiliary and ladies' branch societies is carried on at the depository, in Slater-street.

THE MARINE BIBLE SOCIETY.

The object of this institution is to supply the seamen frequenting the port with the holy scriptures, either gratuitously or at a cheap rate. Its operations have been attended with the most beneficial effects; but we are sorry to add, that it has not hitherto met with the encouragement which a society so excellent in its object and so beneficial as it must prove in its results deserves. In the course of the year 1822, the agent of the society distributed 584 bibles and 500 testaments amongst the crews of vessels in the port.

THE SEAMEN'S FRIEND SOCIETY, OR BETHEL UNION.

This society was instituted for promoting the moral and religious instruction of seamen. A large ship is fitted up as a place of worship; and ministers of different denominations perform divine service every Sabbath-day. This floating-chapel is moored near to the south end of the Salthouse-dock, as the most central situation in the port.

CHARITABLE INSTITUTION HOUSE.

This building is in Slater-street, and was erected at the joint expense of John Gladstone, esq., M.P., Mr. James Crepper, and Mr. Samuel Hope. In it all charitable institutions are accommodated (without any charge for occupation) with room and other conveniences for committees and public meetings, on application to the trustees. The lower part of this building is used as a depository by the Liverpool auxiliary bible society; and a record-office is attached for the reports of all charitable institutions.

RELIGIOUS SOCIETIES.

All the home and foreign missionary societies in the metropolis, whether connected with the church of England or with the dissenters, have auxiliaries in this town, which are supported with great liberality by the inhabitants.

CHARITY SCHOOLS.

The Moorfields day and Sunday charity school, supported by subscription. In the school 200 boys, 110 girls: total, 310.—The Hunter-street charity school was built by the late Mr. Stephen Waterworth, sugar boiler, in the year 1792, and was supported by subscription till 1803, when Mrs. Frances Waterworth, his sister, died, and endowed it with the sum of £4,000 for its future support. One hundred and eighty boys, of any country, are instructed in reading,

 Charitable Institutions.

writing, &c. ; and 120 girls in reading, writing, knitting, and sewing.—The St. James's school, St. James's-walk, erected by the bounty of the late Moses Benson, esq., in 1802, and supported by subscription; for 174 boys.—St. Matthew's Sunday school, Lumber-street, for the instruction of 48 boys and 48 girls.—St. Andrew's school, Slater-street, built by John Gladstone, esq., M.P., and endowed from the rents of St. Andrew's church, for the instruction of 150 boys and 130 girls.—The Manesty-lane day and Sunday charity school, supported by subscription. In the day school 80 boys and 80 girls.—The Mount Pleasant day and Sunday charity school, supported by subscription of the congregation of the Unitarian chapel, in Renshaw-street. There are 69 boys and 68 girls in the school.—The Circus-street day and Sunday charity school, established in 1803, and supported by subscription, educates 170 boys and 140 girls: total, 310.—The Caledonian charity school, in Oldham-street, instituted in 1809, and supported by subscription, for the instructing of children of poor Scottish parents. In the school 163 boys, 80 girls.—Brunswick day school instructs 160 boys and 100 girls.—In Leeds-street day school 300 boys and 200 girls are educated.—Jordan-street day and Sunday school; a large and commodious building, in which 200 boys and 100 girls are educated, and instructed in various useful arts. It is ventilated on Dr. Meyler's plan.—The Benevolent Society of St. Patrick, instituted on the 17th of March, 1807, and supported by subscrip-

Charitable Institutions.

tion, for the instructing, clothing, and apprenticing of the children of Irish parents. The school-house is in Pleasant-street, in which 260 boys and 148 girls are taught.—The Roman Catholic charity school is situate on Copperas-hill. The object of the institution is the tuition of children belonging to parents of the Roman Catholic church only. There are in the school 260 boys and 210 girls.—The Friends' schools, in Duncan-street, London-road, are two spacious buildings of one story, in which 210 boys and 230 girls are taught on the Lancasterian system of education.—The Bethesda day and Sunday charity school, supported by the congregation of Bethesda chapel, Duncan-street. In the school 200 boys and 80 girls.—In St. Mark's school boys and girls are educated.—The Harrington day and Sunday school.—The Marine school for the instruction of poor sailor boys in the evening. And a number of Sunday schools in various quarters of the town.

In several of the preceding schools, although they are denominated "charity schools," the scholars pay a penny or twopence per week towards defraying the expense of their education. Schools conducted upon this plan have been found, from experience, to have many advantages over those in which the children are educated altogether gratuitously.

PLACES OF AMUSEMENT.

THEATRE.

THE old theatre was situated on the east side of Drury-lane, and is now used as a warehouse. The present house is on the east side of Williamson-square: it was finished and opened in the year 1772, at an expense of about £6,000, and has since been considerably enlarged. The inside is commodious, the ornamental architecture and scenery are elegant, the stage is spacious, and the whole well adapted to convey the voice intelligibly to the hearers. The building is of brick, with a semi-circular stone front, ornamented with the king's arms and emblematical figures in bass-relief, well executed in stone. The whole has a good appearance, and it is considered as complete a theatre as any out of the metropolis. It is generally open from June to December, and is supplied with a respectable company of performers.

THE CIRCUS

stands at the bottom of Springfield-street, Christian-street, and is appropriated to the performance of equestrian and other agile exercises, pantomimic exhibitions, &c. It is open during the winter months.

WELLINGTON-ROOMS.

This extensive suit of assembly-rooms was erected by public subscription, from the designs of Mr. Edmund Aikin, of London, by Mr. John Slater, and was commenced in 1815. The building is situate at the upper end of Mount Pleasant. The front, which is of stone, is in the Grecian style of architecture, without windows; it consists of a circular portico in the centre, the projecting part supported by four Corinthian columns and two pilasters, and two wings, the projecting parts of which have also two pilasters: the spaces between these and the portico are ornamented by two carved panels. At the western side of the building is an open porch for sedan chairs, and at the eastern side a similar one for carriages, to set down under cover. From the portico, two doors lead to an octagonal vestibule, about twenty-five feet in diameter, and thence to an anteroom, twenty-one feet square: from this room a door, on the right, leads to the supper-room, on the left to the card-room, and one in front to the ball-room. The ball-room is eighty feet by thirty-seven; the sides are divided into three principal compartments by richly ornamented panels: over the entrance is an orchestra, opposite to which is a recess, ornamented with two columns and two pilasters of variegated artificial marble. The card-room, which is forty-four feet by twenty-five, communicates with the ladies' cloak-rooms and the chair-porch. The supper-room, which

is fifty feet by twenty-five, has a small orchestra, and may be used, occasionally, as a ball-room. The basement story contains only the offices.

THE MUSIC-HALL

is a plain brick building, with a portico projecting over the parapet, in which concerts are occasionally held : it is situate in Bold-street.

ROTUNDA.

This is a neat brick building, constructed in a circular form, and elegantly fitted up as a billiard-room, for the accommodation of a select number of proprietors. It is situate in Bold-street, near to the Lyceum, and was originally used for the exhibition of panoramic paintings.

THE LIVERPOOL ROYAL MUSEUM

is situate at the bottom of Church-street. The museum consists of two apartments, which have been fitted up for the purpose at considerable expense. The first contains the works of nature exclusively, which are arranged with taste, particularly the centre of the room, which represents a mass of rocks covered with a variety of animals, birds, snakes, crocodiles, marine productions, &c. ; and a pool of water, inhabited by gold and silver fish. The second, or gothic room, displays various pieces of ancient armour and warlike weapons in use since the Norman conquest.

PUBLIC ACCOMMODATIONS.

THERE are, at present, no public baths in the town. Preparations have commenced, however, for erecting a commodious suit for the accommodation of the public. The spot fixed on for their site is the parade on the west side of George's-dock, fronting the river. The principal front of the intended fabric will consist of a central colonnade, or portico, and two wings of simple and elegant architecture. The water will be received fresh every tide, and, after being filtered through a dense bed of sand and gravel, will be conveyed into the ladies' or gentlemen's baths in a condition of much greater purity than whilst in its natural state in the river. To render this purity still more perfect, a constant current will flow gently through each bath, so as to preserve the water from even a momentary stagnation, and yet maintain its surface nearly unruffled.

Along the north shore are a number of covered carts, or, as they are generally called, bathing-machines, for the accommodation of the numerous bathers who pay an annual visit to Liverpool, for the double purpose of health and recreation. They are used only when the tide is in, and are far from

being despicable conveniences. The promiscuous bathing of the sexes in this part of the river, and the consequent public exposure, will not, however, recommend them to persons of real or affected delicacy.

To the southward of the town are several bathing-houses, particularly adapted for females.

FLOATING-BATH.

An elegant floating-bath was launched on the 11th of June, 1816. This commodious vessel, which was built for the purpose, is 82 feet long by 34 upon the deck, and combines the advantages of comfort, cleanliness, and convenience. The vessel is moored nearly opposite George's-dock-parade, and at a short distance from the shore, between which and the vessel two boats are continually passing and repassing. The bath is a reservoir, 80 feet long by 27 feet wide, and has a current of water continually flowing through by means of four sluices at each end of the vessel; the depth of water is graduated by the slope of the floor of the bath, from six feet to three feet and a half. On each side of the vessel, where the current passes out, are two private baths, with a dressing-room to each, where the bather remains totally unseen: those who prefer bathing in the river, pass through a door on the outside of the vessel, so that the persons of the bathers are not exposed to the spectators on shore.

There are two neat and convenient cabins on board, where refreshments, newspapers, &c. are provided,

and the upper deck, being neatly railed off, forms an agreeable promenade.

WATERWORKS.

The water used for culinary and other purposes was formerly brought to the town in carts, and sold to the inhabitants. This was an inconvenience of no small magnitude, as the poor, owing to the expense of procuring water in this manner, could scarcely allow themselves a sufficient quantity for the most necessary purposes. Water is now conveyed to every part of the town by pipes, through which the water is forced by four steam-engines: three of these are situate in Berry-street, Elliott-street, and Bevington-bush, under the direction of the corporation water-company: and the other under the direction of the Bootle water-company.

The waterworks were established by subscription, in shares of £100 each, and the profits arising from them are produced by an annual rent from every house supplied with water.

THE BOTANIC GARDEN

is situate near Edge-hill, and occupies an extensive plot of ground, enclosed by a stone wall, with two lodges at the entrance, and a very spacious and well-constructed conservatory. The reasons which led to its establishment may be gathered from the following extract from an address which preceded its formation.

“The prevailing taste for botanical studies, and

the liberality displayed by the inhabitants of Liverpool in the encouragement of scientific pursuits, afford sufficient reason to conclude, that the establishment of a botanical garden in the neighbourhood of the town is at present a desirable and attainable object. To enlarge upon the advantages to be derived from botanical knowledge is not the object of this address. It is presumed that its application to agriculture, gardening, medicine, and other arts essential to the comfort and even support of life, is generally acknowledged. The claims which it has to our attention, when considered merely as an elegant amusement, ought not to be neglected; an amusement calculated to interest the understanding, whilst it promotes the health and vigour of the bodily frame.

“ It is, however, necessary to the progress of this science, that the student should be supplied with actual and living specimens. The imperfections of language to give an adequate idea of any vegetable production must be generally admitted; and the most beautiful and accurate drawings fall infinitely short of that delicacy and minuteness of parts on which its scientific distinctions essentially depend. Even the plants themselves, when collected and attempted to be preserved, are deprived of so many peculiarities incident to their habit and growth, that it is only from living plants that we can flatter ourselves with the hope of obtaining those substantial distinctions which are necessary to discriminate these numerous productions, or of extending the science itself.

“ Without public institutions for the purpose of

preserving such plants as are imported into the country, and in the acquisition of which so many men of great learning and talents have devoted themselves to long and dangerous voyages and expeditions, there is every reason to believe that considerable numbers will soon be lost to us.

“The great repositories are at present those of nurserymen in the vicinity of London; but, when profit is the chief object, it is to be feared those plants alone will be propagated which will best repay the attention of the cultivator. Many scientific and opulent individuals in different parts of the kingdom have contributed not only to encourage this study by their wealth, but to extend it by their talents; yet the taste of an individual may be supposed to attach to some favourite class of productions; and, at all events, a private collection cannot be expected, either in copiousness or permanency, to contend with a public institution, which is calculated to comprehend every known vegetable production, and to preserve them for a continued series of years, which, in many instances, is indispensably necessary to their perfection.”

This proposed plan has been amply realized, and, whilst the Botanic Garden affords a place of elegant recreation, it facilitates the study of the science itself, which is thus rendered as easy and attractive, as without collections of this kind it is dry and difficult.

A stranger obtains admittance by a note from any of the proprietors.

THE MOUNT, OR ST. JAMES'S-WALK,

is situate at the top of Duke-street, inclining to the right. The gravelled terrace, which is 400 yards long, and kept in excellent condition, is artificial ground, raised considerably above the level of the street below, and, owing to the elevated situation of that part of the town, affords an extensive and interesting prospect. Behind the terrace is a shrubbery, with gravelled walks, kept in good preservation. It is a favourite and agreeable resort for people in the middle rank of life, and is open every day, except Sunday. The buildings opposite the entrance are now private dwellings, but formerly were occupied as a tavern. The whole belongs to the corporation, and is supported at its expense, for the accommodation of the public. Behind the walk is an extensive excavation, from which the stone used in the erection of many of the public buildings has been cut.

MANUFACTORIES.

LIVERPOOL, though situate in the most extensive manufacturing county in the kingdom, is not, itself, properly speaking, a manufacturing town. The vast magnitude of its foreign commerce must necessarily demand the practice of a great number of domestic trades; some belonging to shipping in general, and others depending on the peculiar nature of the traffic of the port: but it has no kind of manufacture by which it is peculiarly distinguished, or which is carried on so extensively as to raise it above the level of the rest. It has been a matter of inquiry, why the cotton manufacture is not carried on to a greater extent, as the situation is equally convenient for the purchase of the raw material and the exportation of manufactured goods, the internal parts of Lancashire being supplied with most of their cotton from this port, and returning great quantities of goods, to be shipped for foreign orders, at a great expense of carriage. The reason is obvious: that business is indigenous to the interior of the county. There it rose, and there it has been matured. The habits of the people have been long formed for its sedentary

Manufactories.

employment; local circumstances have fixed it there; and, as Manchester has always been its grand emporium, and must remain so, the greater the distance of any place from thence, the greater are the disadvantages under which that trade will be carried on; disadvantages which the saving of the expense of inland carriage would by no means compensate.

To these we may add the great difficulty which must attend the establishment of concerns of this kind in Liverpool, where the labouring classes meet with ready and sufficient employments of a nature more favourable to their health and independence than those of a cotton factory, where the restrictions of time, and confinement for so many hours of the day, enforced with penalties or dismissal, are equally as repugnant to the spirit of an Englishman, as unfavourable to his comforts. There must exist a necessity which the labouring people here do not feel, and far greater encouragement must be held out than that trade is generally capable of affording, before they could be induced to engage either themselves or their children in an employment which imposes modes of life so foreign to their former habits.

Liverpool, however, has numerous houses for the refining of sugar, an extensive pottery, iron-foundries, public breweries, roperies, &c. There are several slips for building vessels at the west side and south end of the town, from which not only many capital merchant ships have been launched, but several ships of war: three of 50 guns, one of 44, and several

Manufactories.

frigates. There are also a great number of wind-mills and steam-engines in or near the town, for grinding corn, colours, dyers' wood, &c. The making of files, watches, watch movements, and tools, is likewise carried on to a considerable extent in Liverpool and its environs. There is also an extensive manufactory of iron chain cables, by Messrs. Brown, Logan, and Co., in Stanhope-street, Harrington.

The **HERCULANEUM POTTERY WAREHOUSE**, Duke-street, where many elegant specimens, and a great variety of the different articles manufactured at the extensive pottery at the south extremity of the town, are exhibited.

MARKETS.

THE markets of Liverpool afford every thing for the luxury or convenience of life. They are supplied from a great extent. Ireland and Scotland furnish grain, horned cattle, sheep, hogs, bacon, and butter; the Isle of Man, Anglesea, and many parts of North Wales, send a great number of live poultry of all sorts, eggs, and fresh butter. From Cheshire, and especially the hundred of Wirral, large quantities of poultry, fruit, butter, and other articles are regularly brought over in the steam and ferry boats, which are continually passing and repassing the river. Potatoes, in great quantities, and excellent in quality, are brought from the neighbouring parts of Lancashire. The farms in the vicinity of the town are much devoted to the production of milk, the demand for which, in so populous a place, is almost unlimited. Art, ever envious of nature, has put in her claim in the production of this latter article; and, benevolently careful of the stomachs of the inhabitants, by the ready application of a useful element, has wisely deprived it of its native superabundant richness.

No part of England can, perhaps, show a better green market. Vegetables are to be met with in

great perfection, and very early in the season, especially potatoes. The market is also stocked, in the season, with a plenitude and variety of native and foreign fruits.

THE NEW MARKET.

This stupendous building, designed by Mr. John Foster, junior, and erected by the corporation of Liverpool, at an expense of £35,000, was begun in August, 1820, and finished in February, 1822. It is situate in the centre of the town, in the immediate neighbourhood of Queen's-square, Clayton-square, and Williamson-square, and may, therefore, be very properly denominated **THE CENTRE MARKET**, not only as a distinction from all the other markets, but as descriptive of its actual situation. Its principal front is in Great Charlotte-street. It is built of brick, with the exception of the foundations, the handsome entrances, the cornices, &c., which are formed of massy stone; and it is roofed throughout in five ranges from end to end, two of the breadths being considerably elevated for the purpose of affording the advantages of side-lights and ventilation. There are 136 windows, all the casements of which are upon swing-centres, and easily opened. The upper tier of windows serve, together with the open sides of the elevated roofs, to light and ventilate the great body of the place; the lower windows are equally useful to the internal offices and shops, there being one light to each. The length of the building

Markets.

is 183 yards ; its breadth, 45 yards ; forming a covered space of 8,235 square yards, or nearly two statute acres. There are six spacious entrances ; three in Great Charlotte-street, one at the opposite side, in Market-street, and one at each end.

On entering the interior, the spectator is amazed at the immense size of the structure, its loftiness, lightness, and airiness. It is one large, well-formed, and lightly-painted hall ; compared with which, the celebrated Fleet-market is a miserable shed, and Westminster-hall is a moderate-sized room. The whole floor is substantially flagged, and every person resorting to the market may walk, dry-footed, in every part of the building, alike protected from the cold and rain of the tempest, or the oppressive heat and glare of a summer sun. Viewed from one end, the interior is divided into five avenues, there being four rows of handsome cast-iron pillars, 23 feet high, supporting the conjoined abutments of the roofs along the entire building. The pillars are 116 in number, but they are so lightly formed and regularly arranged as greatly to improve the appearance of the place. The walls are lined by 62 shops and 6 offices, close to the lower tier of windows, between which and the upper ones the sloping roofs of the shops are placed. The shops, the dimensions of which are 6 yards by 4, and which are provided with fire-places, are let to dealers in various kinds of provision, namely, butchers, pork-dealers, fruiterers, fishmongers, poulterers, cheesemongers, bread-bakers, &c.,

Markets.

and are numbered. The offices are for the use of the superintendent of the market, the collectors of the tolls and rents, the weighers of provision, &c. The shops, of course, present their fronts to the interior of the market, and, there being no necessity for glazed windows, an advantageous display of articles can be made during the day; and, by means of doors and shutters, the whole can be safely enclosed during the night. The great body of the market is occupied by four ranges of stalls, tables, &c., running in a line with the pillars from end to end, including 160 stalls, three yards each, for purposes the same as the shops; 34 green-standings, three yards each; 18 fruit-standings, three yards each; 44 stone compartments, three yards each, for potatoes; 36 fish-standings, one and a half yard each; 301 table-compartments, one yard each, for eggs, poultry, and vegetables; and 122 forms or benches, one yard each, for similar articles. There are 144 gas-lights, by which the place is brilliantly illuminated every night; one being attached to each shop, and the remainder branching out of the iron pillars at convenient distances. On the side of the building next to Market-street, there are 29 store-cellars under the shops; the declivity of the ground leaving sufficient space for such conveniences under the level of the floor. In different parts of the market, there are four cast-iron pumps, supplied from beneath by excellent wells, besides one which supplies hot water; and every evening, as soon as the place is cleared, a signal bell being sounded half an

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hour previously, the floor is well washed and swept by twelve scavengers; after which all the gates are closed, and two watchmen are locked in to guard the property from depredation.

The principal market-days in Liverpool are Wednesday and Saturday; but there is a considerable market every day. The superintendent enforces the observance of the by-laws framed by the corporation for the government of the place. Of those laws, the principal part affect the dealers, who must, of course, duly study them; but a short abstract of those in which purchasers and strangers are interested may here be useful. Any purchaser may have provisions weighed by authorized weighers, who have two offices on the spot, on paying a halfpenny for articles under a hundred weight, or a penny per hundred weight, if heavier. Butter must not be sold by any other weight than sixteen ounces to the pound. Persons employing carriers from the market, must pay them for carrying articles not exceeding forty pounds weight, at the rate of twopence for the first 400 yards distance; threepence, if not exceeding 800 yards; fourpence, if not exceeding 1,200 yards; and sixpence for any greater distance within the limits of the borough: twopence, if detained more than half an hour previous to being despatched; and twopence, if called and not employed. The carriers having badges on their arms are such as are registered by the superintendent, on account of good character. Persons resorting to the market must not bring dogs therein, under a penalty of ten shillings.

Markets.

YEARLY RENTS.—The rents charged in this market, if the various places be taken by the quarter, are as follow : shops, £18 per annum ; cellars, £5 ; stalls for butchers, £8 ; the corner ones, £10 ; vegetable and fruit stalls, £6 ; potato-compartments, £3 ; the corner ones, £3. 4s. ; table-compartments, £1. 12s. ; bench-compartments, 12s. ; outer fish-standings, £8 ; the inner ones, £4. Occupiers of shops pay £2. 12s. per annum, each, for a gas-light.

Besides the above market, there are eight others held in the open air, in different parts of the town ; namely, the ancient market, in Derby-square, Castle-street ; one in Cleveland-square ; one in Great George-place ; one in Islington (partly covered ;) one in Scotland-place ; one in Pownall-square ; the cattle-market in Lime-street ; and the pig-market in Chapel-street.

MISCELLANEOUS NOTICES AND REFERENCES.

INNS AND TAVERNS.

THESE are very numerous ; the principal are—

The KING'S ARMS HOTEL, Castle-street.

The TALBOT HOTEL, Water-street.

The GOLDEN LION, Dale-street.

The ANGEL INN, Dale-street.

The GEORGE INN, Dale-street.

The WELLINGTON ARMS, Dale-street.

The COMMERCIAL INN, Dale-street.

The SARACEN'S HEAD, Dale-street.

The BULL INN, Dale-street.

The CROWN INN, Redcross-street.

The STAR AND GARTER TAVERN, Paradise-street.

The CASTLE INN, Lord-street.

The WATERLOO HOTEL, Ranelagh-street.

The YORK HOTEL, Williamson-square.

The FEATHERS INN, Clayton-square.

The CASTLE INN, Clayton-square.

The NEPTUNE HOTEL, Clayton-square.

There are numerous travellers', carriers', and coach inns in Dale-street and other central parts of the town, for which we must refer the reader to the Directory, as also for the different stagecoaches ;

where the inns from which they set out, and the times and direction, are particularly specified.

The inns and taverns in Liverpool are very numerous, and cannot be all detailed : the stranger will find in all of them, of respectable name, a civility and attention which, in houses of this description, are not in all places to be met with. Private lodgings are also numerous, and may be obtained in the best and most genteel neighbourhoods. Information of this kind is often to be met with at the inns and taverns.

HACKNEY COACHES.

These useful accommodations may be had at any time, to any part of the town, at reasonable fares, which, being fixed as under, and the whole subjected to legal regulations, prevent both imposition and inconvenience.

The fare or hire of a coach, carrying not more than four passengers, not exceeding one mile, 1*s.* Above that space, and not exceeding a mile and a half, 1*s.* 6*d.*; and for each 700 yards afterwards, or any intermediate distance, the additional sum of 6*d.*

The hire of a coach and two horses by the day, to be used in the town and liberties, shall be 18*s.*; and by the hour, 2*s.* 6*d.* for the first, and 1*s.* 6*d.* for every subsequent hour. But every coachman shall have it in his option to be paid either by *time* or *distance*; and when he shall stop and be detained above ten minutes, he shall receive 6*d.* above his fare.

The principal public stand is in Castle-street.

There are also stands in Williamson-street, Clare-street, Newington, Suffolk-street, and Richmond-row. For the regulations, we must refer to the Directory.

PACKETS ON THE RIVER.

The communication between Liverpool and the different ferries on the Mersey is carried on by means of steam and sail boats. The rapidity with which the steam-boat navigates the river, and the safety and despatch which it affords to passengers, render this mode of conveyance decidedly superior to the sail or row boat. Many persons still, however, give the preference to the latter, especially for enjoying "the pleasures of a sail;" but the bulk of passengers prefer the former, and they receive, in consequence, most of the public patronage. The following are the principal steam-boats on the river :

Two RUNCORN STEAM-PACKETS sail every day, about three hours before high-water, from George's-dock-parade.

The Lady Stanley packet sails every day, four hours before high-water, from the south end of the Parade, to WESTON POINT.

To ELLESMERE CANAL a very large and commodious packet sails, about three hours before high-water, from the south end of the Parade. A complete CANAL PACKET meets this boat at the mouth of the canal, with passengers from Chester, who proceed to Liverpool on the return of the boat, while the boat's passengers are forwarded to Chester, by the return of the packet.

THE ETNA, ABBEY OF BIRKENHEAD, and MERSEY steam-boats are constantly crossing and recrossing the river, the Etna from the slip at the west side of the Queen's-dock, and the Abbey of Birkenhead and the Mersey from George's-dock-pierhead, to Birkenhead; the **TRANMERE**, to Tranmere, and the **ROYAL MAIL**, to Woodside, from the same place; the **SEACOMBE**, to Seacombe, from the Prince's-dock-parade. They are particularly adapted for the conveyance of carriages and horses.

To **SEACOMBE, WOODSIDE, TRANMERE, BIRKENHEAD-HOTEL, ROCKHOUSE, and NEW-FERRY**, ferry-boats are also constantly passing and repassing with passengers, &c. From Woodside are two coaches daily to Chester, one in the morning and the other in the afternoon. From Tranmere a coach runs to Parkgate, which meets the **FLINT** passage-boat, and two to Chester, one in the morning and the other in the afternoon. The Chester royal mail also runs from this inn. From Birkenhead-hotel a coach every morning at eight o'clock to Chester, Shrewsbury, &c., and another to Newton and Parkgate. And from Rock-ferry a coach to Shrewsbury, through Chester, every morning.

The **INCH BOAT** sails every day from George's-dock-parade, three hours before high-water.

Boats may be taken at any time of the day to any part of the river. The fare depends upon the stipulation made with the boatmen, who are liable to impose on strangers. The agreement should be made before embarking.



The **EASTHAM STEAM-PACKET** sails twice every day, from the same place, to Eastham, and there meets the Chester coach, by which the passengers are conveyed to and from Chester.

IRISH, SCOTCH, AND WELSH PACKETS.

Few seaports excel Liverpool in the number, elegance, and commodiousness of her steam-packets. These sail chiefly to North Wales, the Isle of Man, Scotland, and Ireland. Of late years they have greatly increased in number, and have, in a great measure, superseded the old mode of conveyance, except a few sail packets which continue to run between Liverpool, Dublin, and the Isle of Man. They are most elegantly fitted up; their accommodations for passengers are excellent; and they are navigated by skilful and intelligent commanders. They sail from April to November only, their proprietors not deeming it safe to expose them to the storms of winter. The following is a correct list of these packets:

TO THE ISLE OF MAN, PORTPATRICK, AND GLASGOW.—The royal mail steam-packets **MAJESTIC**, **SUPERB**, and **CITY OF GLASGOW** sail every Monday, Wednesday, and Friday morning, at nine o'clock, (without any reference to the time of high-water,) for the Isle of Man, Portpatrick, and Greenock, and arrive at the Isle of Man early in the afternoon of the day of sailing: after remaining an hour, at Douglas, they proceed for Portpatrick and Greenock, and arrive at the latter place the following morning.

By these packets parcels are forwarded to the Isle of Man and Scotland. N.B. The **SUPERB** continues to sail, during the winter, every Monday morning, at nine o'clock, for the Isle of Man, with the mail, and returns on Thursday morning.—John Richardson, agent, 17, Water-street.

To **DUBLIN**.—The steam-packets **ST. GEORGE** and **EMERALD ISLE**, belonging to the **ST. GEORGE STEAM-PACKET COMPANY**, sail four times a week between Liverpool and Dublin.—John Watson, junior, agent, 27, Water-street.

The steam-packet **ST. PATRICK** sails twice a week between Liverpool, Dublin, and Bristol.—Duncan M'Vicar, agent.

The steam-packets **BELFAST** and **MOUNTAINEER** sail regularly several times a week between Liverpool and Dublin.—Office, 25, Redcross-street.

To **NORTH WALES**.—The steam-packet **ALBION** sails every Wednesday and Saturday to Beaumaris and Bangor, returning every Monday and Thursday mornings. The steam-packet **CAMBRIA** sails daily to Bagillt, near Holywell, by way of Hoylake, and returns to Liverpool the same afternoon.—Office, 20, James-street.

The steam-packet **PRINCE LLEWELYN** sails three times a week between Liverpool, Beaumaris, and Bangor.—John Watson, junior, agent, 27, Water-street.

Besides the above steam-packets, **LAKE and COMPANY'S** (generally denominated the Old Company's)

sail-packets ply regularly, throughout the year, between Liverpool and Dublin.

RENSHAW and Co.'s packets also sail regularly, during the whole year, to Dublin.—**J. D'Aguiar**, agent: office, 19, Nova Scotia.

TO NEWRY.—The **WATERLOO**, steam-packet, plies, during the summer months, between Liverpool and Warren-point.—Office, 25, Redcross-street.

The packets **St. Patrick** and **Marquis of Drogheda** also sail every other day from the Dry-dock for Newry.—**J. Morgan**, agent, 15, Redcross-street.

ISLE OF MAN PACKETS AND TRADERS.—**Leece** and **Drinkwater's** packets and traders sail regularly between Liverpool and Douglas.—Office, 1, Tower-garden, Water-street.

Edward Fleetwood's packets and traders sail constantly between Liverpool and Douglas every week, and during the summer months twice a week.—Office, 1, Irwell-place, George's-dock-passage.

AMERICAN PACKETS.

Liverpool, we believe, is unrivalled for the facility and frequency of her intercourse with most of the principal seaports of the United States, by means of packet-ships. These are fine first-rate vessels: their accommodations for passengers are of the first order; they are commanded by experienced and skilful masters, with well-appointed crews; and they perform their passages in a time which, sixty years ago, would have been deemed altogether incredible. They

sail in rotation, on the days appointed, to which they strictly adhere; so that passengers or shippers of merchandise can tell, to a day, when they will put to sea.

To **NEW YORK** there are four lines of packets. The first line vessel sails on the first of every month; the second, on the eighth; the third, on the sixteenth; and the fourth, on the twenty-fourth. These lines consist of above sixteen ships, and are conducted by Messrs. Cropper, Benson, and co., and Messrs. A. and S. Richards and co.

The **PHILADELPHIA** packet-ships sail on the eighth of every month, except December, at which period it is not deemed advisable to despatch a vessel, as the ice in the Delaware might prevent the ship getting in. This line is conducted by Messrs. W. and Jas. Brown and co.

To **BALTIMORE** the packet-ships sail monthly, and are conducted by the above house.

The **BOSTON** packet-ships sail monthly, and sometimes twice a month. They are conducted by Messrs. A. and F. Lodge; Messrs. Curwen and Hagarty; and Messrs. Maury and Latham.

LISBON PACKETS.

There are two lines to Lisbon. The first line, conducted by Messrs. Hollwell and Highfield, sails on the first and sixteenth of every month: the second, conducted by Messrs. Vianna and Jones, on the fifteenth and thirtieth.

JAMAICA PACKETS.

These packets sail generally every month. They belong to Messrs. Fletcher, Yates, and co.

Besides these packets, regular traders to every part of the world, except to China, may be found in the docks.

NEWSPAPERS AND LITERARY PUBLICATIONS.

MONDAY,	<i>Myers's Mercantile Advertiser.</i>
TUESDAY,	<i>Billinge's Liverpool Advertiser.</i> <i>The Kaleidoscope; or, Literary and Scientific Mirror.</i>
WEDNESDAY,	<i>The Liverpool Courier, and Commercial Advertiser.</i>
THURSDAY,	<i>Gore's General Advertiser.</i>
FRIDAY,	<i>The Liverpool Mercury; or, Commercial, Literary, and Political Herald.</i>
SATURDAY,	<i>The Liverpool Saturday's Advertiser.</i> <i>The Hermes; a Literary, Moral, and Scientific Journal.</i>

BANKERS.

Messrs. Arthur Haywood, Sons, and co., Brunswick-street; Messrs. Lowry, Roscoe, and Wardell, Dale-street; Messrs. Leyland and Bullins, King-street; Messrs. Moss, Rogers, and Moss, Dale-street; Mr. Joseph Hadwen, Church-street; and Mr. Threlfall, York-street. The banks are open every day,

from nine o'clock to three, except Friday, when they are closed at one o'clock.

STAGECOACHES AND WAGGONS.

These are so numerous, and subject to such variations, that we must refer to the Directory, and to the inns whence they respectively set out, for particular information.

INLAND NAVIGATION.

Few towns have derived greater advantages from inland navigations than Liverpool: among these the principal are—

The LEEDS AND LIVERPOOL CANAL. This work, perhaps the most stupendous ever undertaken in this country, was completed and opened from Leeds to Liverpool on the 23d of October, 1816. It passes through the English Apennine, a stubborn and untractable region, and connects St. George's Channel with the German Ocean.

This extensive undertaking was projected and surveyed by Mr. John Longbotham, in the year 1767, who laid his surveys before various public meetings, at which they were approved, and, after being again surveyed by the celebrated Mr. James Brindley, the plan was adopted by two numerous meetings of gentlemen, merchants, and manufacturers, held at Bradford on the 5th, and at Liverpool on the 9th December, 1768.

An act of parliament having been obtained, this

great work was begun in the parish of Halsall, on the 5th November, 1770, when the first sod was raised by the late honourable Charles Lewis Mordaunt.

The course of the canal, as first laid down by the plan of Mr. John Longbotham, after making a large circuit round Ormskirk, crosses the river Douglas at Newburgh, and, proceeding northeasterly, runs for some miles parallel and near to the river Ribble, then follows the course of the Lancashire Calder, which it crosses and recrosses till it arrives at its head, in the great basin of Foulridge, near Pendlehill and the town of Colne.

This was the original line, but in which a considerable variation was afterwards made. By an act of 23 Geo. III, passed in 1783, liberty was obtained by the proprietors to purchase the Douglas or Asland Navigation, from the river Ribble to Wigan, which they effected. By another act of 30 Geo. III, (1790,) a power was given to raise an additional sum of £200,000, and also to make a variation in the course of the canal; and a still more considerable variation was permitted by the act of 34 Geo. III (1794.) By this a deviation begins at Barrowford, in the township of Whalley, and, taking a more southerly line than the former, passes through Burnley, Ackrington, Blackburn, Chorley, Adlington, Blackrod, Westhoughton, Ince, and so to Wigan. This plan has been carried into execution, with no other alteration than that of taking advantage of the Lancaster Canal, (which runs nearly parallel with the intended

line,) to save the cutting of this length of line, into which it enters at Copthurst-valley, about eighty miles from Leeds, and continues between eleven and twelve miles to Kirkless. The other extremity of the canal from Wigan to Liverpool has been long navigable; it was opened from Liverpool to Newborough so early as the year 1777.

The line of canal completed in 1816, about twelve miles and a half in length, connecting Blackburn with Wigan, finished the communication with Liverpool. The other part of the plan from Foulridge was executed according to the original line. From Foulridge, its greatest elevation, it runs northeasterly to the banks of the Aire, which river it crosses near Gargrave, and it afterwards closely accompanies that river in its whole course to Leeds.

After a lapse of forty-six years from the first commencement, this great work was completed, of which the length, 128 miles, is its least striking feature. Great and almost insuperable obstacles presented themselves to oppose its progress. It was necessary to pierce for it through mountains, to erect vast mounds, to enable it to traverse deep valleys, and to carry it over unsubstantial and deceitful bogs, especially at Roddlesworth, about 74 miles from Leeds. These difficulties were, however, overcome by the resources of ingenuity and the exercise of unwearied perseverance.

By a general statement, distributed among the proprietors in March, 1818, of the money raised and

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expended since the original act was obtained in the year 1770, in making and maintaining the Leeds and Liverpool Canal and Douglas Navigation, to the end of 1817,

THE RECEIPTS HAVE BEEN:

	£	s.	d.
Original and new shares, including forfeitures } by withdrawers, &c.	421,798	11	8
Money borrowed up to the 1st January, 1818	416,400	18	1
For tonnage, &c. Yorkshire side £374,989 6 8			
Lancashire ditto 713,994 0 6			
Douglas Navigation 339,341 16 7			
	<u>1,430,225</u>	<u>3</u>	<u>9</u>
	£2,266,524	13	6

DISBURSEMENTS.

In making and maintaining the Leeds and Liverpool Canal and Douglas Navigation, and in subsequently improving the same, and in purchasing and working of lime-rocks.....	}	1,116,600	4	5
Paid on account of land and works not yet settled.....				
		<u>40,728</u>	<u>6</u>	<u>7</u>
		£1,166,347	11	0
Property duty		29,323	2	10
Interest on calls and money borrowed to 31st } December, 1817		393,309	2	11
Dividends paid to the proprietors		643,912	6	8
Balance and sundry accounts due to the company		<u>33,632</u>	<u>10</u>	<u>1</u>
		£2,266,524	13	6

The number of shares has been much increased since the commencement of the undertaking. In the year 1770 they consisted only of 2,242½; in 1800 they amounted to 2,375; and in 1815 the aggregate was 2,879⅙, at which point they have since remained. The number of proprietors on the 22d April, 1816, was 490.

To afford an accurate idea of the quantity of merchandise, &c. navigated on this canal, and to

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exhibit, in a striking point of view, the utility and necessity of perseverance in projects of this nature, we subjoin a statement of tonnage on the Yorkshire and Lancashire sides, in the fifty-third year after its commencement and the sixth after its completion; also for the Douglas Navigation and the Leigh line, for the year ending 1st January, 1822.

YORKSHIRE SIDE.		LANCASHIRE SIDE.	
	<i>Tons.</i>		<i>Tons</i>
Merchandise.....	80355	Merchandise	79719
Coals	89424	Coals	200726
Limestone.....	72258	Limestone	—
Lime and manure ..	4580	Lime and manure..	59338
Stone, bricks, &c. ..	48422	Stone, bricks, &c...	24049

DOUGLAS NAVIGATION.		LEIGH LINE.	
	<i>Tons.</i>		<i>Tons.</i>
Merchandise	80305	Merchandise.....	12098
Coals to Liverpool..	200726	Coals	3451
Tarleton ..	36417	Limestone.....	174
Limestone	3372	Lime and manure ..	268
Stone, bricks, &c...	31993	Stone, bricks, &c. ..	1286

By the act of 59 Geo. III, power was obtained to enable the company of proprietors of the canal navigation from Leeds to Liverpool to make a navigable cut and also a collateral branch or railway from their said canal at Hennis-bridge, near Wigan, to join the Duke of Bridgewater's Canal, at Leigh, all in the county palatine of Lancaster. This short canal of 6 miles 7 furlongs 21 feet, with a fall of 15 feet 2 inches towards the Duke of Bridgewater's Canal, cost about £54,000: it opens an inland navigation between the port of Liverpool and the ports of London, Bristol, &c., and between the great trading

towns of Kendal, Lancaster, Preston, Manchester, Chorley, Blackburn, Burnley, Leeds, Birmingham, Nottingham, Worcester, and the populous manufacturing neighbourhoods thereof, and with the salt-works in Cheshire and the potteries of Staffordshire.

Several elegant packets are navigated on this canal, on that part of the line between Liverpool and Wigan, which convey passengers and luggage at a very moderate rate. A packet-boat leaves the canal-bridge, every morning at six, during the summer months, for WIGAN and MANCHESTER: arrives in Wigan at three o'clock in the afternoon, and in Manchester at nine in the evening: leaves Manchester every morning at six, arrives in Wigan at twelve, and at Liverpool at nine in the evening. During the winter months, the boat leaves Liverpool every morning at eight for Wigan, where it arrives at five. The boat leaves Wigan at eight, and arrives in Liverpool at five. A boat leaves Wigan every morning at eight, and arrives in Manchester at two. For the accommodation of the inhabitants of BOOTLE, LITHERLAND, and the visitors at the WATERLOO HOTEL and COTTAGES, a packet arrives at Liverpool, during the summer months, every morning at nine, and plies regularly, every three hours, between this and the above places. During the winter months, it arrives at nine, and returns at three.

The MERSEY AND IRWELL NAVIGATION connects the trade of the two great Lancashire towns Liverpool and Manchester. Sugar, grain, rum, wine,

and spirits, with the produce of the East Indies, the Mediterranean, and the Baltic, are sent up; manufactured goods from thence, and from all parts of Yorkshire; are returned.

The RIVER WEAVER NAVIGATION connects the trade of Liverpool with the heart of Cheshire, and we receive its products by that channel, with salt, cheese, and grain: the two former are exported in great quantities. On this canal 140,000 tons of manufactured salt are carried yearly, and thence coastwise, to our fisheries and to foreign parts, besides upwards of 50,000 tons of rock salt. The salt-works in Cheshire are supplied with coal from the navigation in Lancashire, which also falls into the Mersey, called

The SANKEY NAVIGATION, by which the flats from the Weaver, when they have delivered their cargoes at Liverpool, return with a cargo of coal. This canal also supplies abundance of coal to other parts of the neighbourhood.

The DUKE OF BRIDGEWATER'S CANAL falls into the Mersey, and communicates with the Birmingham, Staffordshire, and Grand Trunk, to London, and all the various branches. The vessels employed take clay and flint to the Potteries, groceries and West India produce to every part of the kingdom, and return laden with the produce and manufactures of nearly all the counties on the south of the Humber, Mersey, &c.

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The **ELLESMERE CANAL** has opened a passage from the **Dee** to the **Mersey**, and connects our trade with the **Severn** and **North Wales**, through the western part of **Cheshire**. By this canal we receive lead, iron, and timber from **Wales**, and send supplies of every description of import goods.

Perambulatory Survey

OF THE TOWN.

As, in a seaport town, the principal objects of curiosity to the stranger are the docks and shipping, with their dependencies, we shall first accompany him in his perambulations in that quarter of the town, and, in making the tour of the docks, point out those objects which deserve attention, and add such remarks as may serve the purpose of general information, without subjecting him to the trouble of frequent inquiries.

Setting out from the Town-hall, in the direction of Water-street, which leads immediately to George's-dock, we come to a building on the left which projects a little into the street. It was formerly used as a hotel; but the business of the parish of Liverpool is now carried on in it, and, by concentrating the different offices which were formerly dispersed over the town, it is found a great public convenience. Here the select vestry of the parish holds its meetings; and the applicants for parish relief are accommodated with room whilst preferring their claims. The street

is very narrow about the middle, as are some of the streets which diverge from it. At the lower end, on the vacant ground to the right, formerly stood the tower before mentioned, (*page 13*,) but which was completely dismantled in the year 1819. Turning to the right, through a passage, we proceed to the Old Church-yard, the lower part of which is frequented as a promenade, and formerly afforded a pleasant view of the river and shipping; but the prospect is now much interrupted by the walls of the Prince's-dock, and still more by the rigging of the vessels in it. To the river you descend by a few steps, the line of which once formed the boundary of the Old Church-yard; the extension westward, as well as the whole space from the yard wall to the Pierhead, being artificial ground, gained, at different times, from the river since the year 1749. Descending a flight of steps, through an elegant gothic arch, and turning to the right, we arrive at the Prince's-dock, (*page 77*,) which, being frequented by all the American packet-ships (*page 190*) and innumerable other vessels, presents a scene of bustle and animation greater than can generally be seen at the other docks. It is decidedly the finest in the port. It is surrounded by lofty walls, with gates at convenient distances. The building before us is the residence of the dock-master, and in it are also offices for transacting the business connected with the dock. The American ships, with which this dock is mostly crowded, present a pleasing view of the growing commerce of the rising

empire of the United States, and of the mutual advantages which each country derives from that amicable connexion which has generally subsisted between them, since the independence of the former was acknowledged. In their naval architecture, the Americans appear to have learned from their mother country how to unite strength with beauty. Their ships are generally large, well-built, and furnished with elegant accommodations for passengers. Crossing the elegant bridge before us, we enter on a most spacious terrace, or marine parade, running the whole length of the dock, from which it is divided by a lofty wall, along which, at suitable distances, seats are placed for the accommodation of the public. A stone wall, about a yard high, runs along the margin of the parade, next the river, to prevent accidents by persons falling into the water; and there are five flights of steps which lead down to the river.

The objects which this charming promenade presents to the eye, especially at high-water, render it peculiarly pleasing and attractive to a person unused to marine scenery. The prospect on the river, especially at the time of high-water, presents a moving and ever-varying spectacle, which is rendered more interesting by the projection, which extends the view to a great distance up and down the river. A number of stately and well-built vessels ride at anchor in different situations, while others, under sail, move in various directions before the eye of the spectator. Some, laden with the produce of British

industry, are seen falling down the river, and committing themselves to the ocean; and others, bearing home the productions of foreign climes, come into port, congratulated by the welcome looks of the interested spectators. The picture is filled up and enlivened by numbers of small boats gliding in different directions through the water, scudding before the breeze, or impelled by the measured stroke of the oar.

The mixture of pleasure and surprise with which a stranger views these scenes, so common to the inhabitant, is not to be wondered at. There is not, perhaps, a more striking object than a large vessel under sail. The stateliness and ease of its movements, and the promptitude with which it answers to the directing skill of the mariner, almost irresistibly force upon the mind the idea of animation, and presents one of the strongest instances of the ingenuity and adventurous spirit of man.

On the opposite shore, which is a part of Cheshire, a number of houses are discovered, distributed at different distances by the side of the river: many of these are ferry-houses. Their white colour, contrasted with the green verdure of the fields which surround them, and intermixed with trees of variously shaded foliage, give the whole range of the shore a picturesque and pleasing appearance. The view westward is terminated by Bidston-hill, on the summit of which the Lighthouse and signal-poles are erected. The Lighthouse, at this distance, has some-

thing of the appearance of the tower of a country church, and is sometimes mistaken for one; it is an object of curiosity, and the stranger, if inclined to visit it, will, upon his arrival, find himself gratified, not only with its construction and appendages, but with a most extensive prospect of the sea and adjoining coast, which its elevation commands. The poles are for the purpose of hoisting signals upon; by which intelligence of the approach of vessels is communicated to the town, long before they enter the river. Some of these poles are for the purpose of public signals, but the greater number is for the private and separate purpose of giving information to the owners of vessels of the approach of those which belong to them respectively. These are accurately distinguished; and the various particulars, detailed in a printed description of the Lighthouse and signals, may easily be obtained.

Lower down, on the opposite side of the river, is the Gunpowder-magazine, securely and conveniently situated, in which all the powder in homeward-bound vessels is deposited, and whence those which are outward-bound receive it upon their departure, no vessel in the docks being suffered to have powder on board, under a severe penalty.

The shore, northwards, is terminated by the Rock-point, on the extremity of which is a seamark, which, in clear weather, is distinctly seen. Round this point the ships pass to and from sea. During the time of war, a frigate is stationed in the river, for the defence

of the harbour. Several batteries and a fort were likewise erected, at different points, for the like purpose; since the peace, however, they have all been removed. But the best defences of the town are the dangerous shoals at the entrance of the harbour, which shift their position almost every tide, and cannot be passed without the assistance of pilots, and the direction of buoys and seamarks. At the south end of this spacious and delightful promenade is a sloping road to the water, where a number of boats, which ply for hire, are constantly to be met with, and may be engaged to any of the opposite ferries; or, when wind and tide permit, for sailing up and down the river. The buoys in the river are for the purpose of hauling vessels out of the dock, when the wind is contrary, by means of ropes made fast to the iron rings which are fixed on the upper side. The double lamp upon the high pole serves the necessary purpose of directing vessels into the dock by night. The spacious basin at the north end of the parade is the chief receptacle of sloops from the Welsh coast.

We may quit this charming promenade either by retracing our steps, or, entering the dock-gates, by returning along the quays, which are most spacious. The building at the north end is similar to that at the south, and is the residence of the engineer who superintends the locks. Issuing from the gate at which we entered, we proceed along the eastern side of George's-dock, (page 76,) through an arcade formed by the

extensive range of warehouses here erected. The number and extraordinary magnitude of the warehouses which meet the eye in almost every direction in the vicinity of the docks are very interesting to a stranger. Their elevation, by which the number of these indispensable receptacles of merchandise is increased upon a small space of ground, their convenient situation upon the quays, and the facility with which goods are hoisted up to the highest stories, entitle them to peculiar notice. These, in connexion with the docks, so admirably constructed for convenience and the despatch of business, constitute Liverpool one of the most convenient ports in the world, and have, no doubt, a great share of influence in its commercial prosperity. The warehouses on this spot have the name of the Goree warehouses, and the arcades, under which we pass, the Goree piazzas. The warehouses which stood upon the site of the present ones were, in 1802, destroyed by fire. They were loftier by the height of two stories; and the loss sustained on the occasion, the warehouses being stored with goods, was estimated at little short of a million sterling. Winding round the corner of the dock, which is now (1823) undergoing an enlargement, we come to one of the draw-bridges which are thrown over its entrance. Crossing the first of these bridges, and pursuing a straight direction, we arrive at the south end of a gravelled terrace, running along the side of the river; this is called the Parade, and is reserved solely for the purpose of

a public walk. This is terminated by the Pierhead, on which was formerly a battery of six guns, for the defence of the river. The terrace is bounded on the north by what was, before the enlargement of the dock commenced, the entrance into a basin, or dry-dock. Alongside of this parade and in the river opposite the principal steam-packets are moored, and here they receive and land their passengers. The sloping quay before us leads down to a small basin, in which a great number of ferry-boats are always plying for hire, and which may be engaged to any part of the river. Before the formation of the Prince's-dock-parade, this was the chief place of resort for promenaders. It is still much frequented, although the other appears more attractive. The excavation now (1823) visible here is the foundation of the intended public baths (*page 169.*)

Leaving this pleasing situation, and retracing the terrace, we arrive at the bridge we before crossed; we may, however, pass to a second, farther on, upon the same entrance. Two bridges are placed here, that the communication may not be interrupted, the act of parliament, under which the dock was built, enjoining, for this purpose, that one of them shall always be kept down. The range of buildings on the right has the name of Nova Scotia, where are the offices for several of the Irish packets. Behind these is the Manchester-quay, where the barges from Manchester load and discharge their cargoes. Onward are two graving-docks, on this side of the gut or

Survey of the Town.

entrance into the Dry-dock from the river, and one on the other; similar ones will be met with in our progress. The building erected on the margin of the river is for the accommodation of the tide-surveyors, where a register is kept of the arrival and sailing of vessels. The road on the west side being obstructed by the gut, we cross the bridge to the east side of the old Dry-basin (*page 74.*)

This is the principal resort of small vessels from the northern coast and Scotland, which are distinguished by lettered boards hanging on their rigging, which specify their respective ports. The quay here is somewhat narrow and crowded, and the buildings, which form a motley group of warehouses, offices, shops, and public-houses, are irregular and unpleasing: but it is to be remembered, that we are now where industry and activity acquire property, and not where ease and leisure display it in the luxuries and elegances of life. Arriving at the south end of this basin, the stranger finds himself in the midst of noise and apparent confusion, surrounded with a vast variety of objects, some perfectly new, and others placed in relations in which he has not, perhaps, before had an opportunity of considering them. On the left hand, the Old-dock, running eastward into the town, presents the interesting spectacle of a number of ships, which, two centuries ago, would have been thought a complete navy, floating, in perfect security, in the very heart of a large town, mingling their lofty masts in the perspective of

houses, churches, and other public buildings, and immediately surrounded with shops, furnished with almost every necessary article of convenience or luxury on sale, victualling and drinking houses, and stores and erections for mechanical operations connected with the naval department.

In the front, through the opening of a street, the shipping in the Salthouse-dock are discovered; beyond which, extending southward, are those which lie in the King's and Queen's docks. These docks, when connected by a retrospect of those to the northward, present a line of one mile and a quarter in extent, uninterruptedly occupied with shipping and their necessary appendages, and afford, upon an accurate calculation, an extent of quay of upwards of three miles and a half. On the right of this station is the opening from the river into the Dry-basin, which is also common to the Old-dock and the Salthouse-dock. These entrances into the different docks, and their respective basins, of which there are four, deserve notice. Being narrow, and defended by piers, the swell of the sea is broken; the velocity of the ships entering from the river is timely checked; the mischief which would otherwise arise from their running foul of each other is thereby prevented; and an artificial harbour is thus formed, within which the vessels lie in perfect security. The operations of the wet dock gates are also carried on with ease and safety. Turning to the left, we proceed along the north side of the Old-dock, (page 74,) which

occupies the place of a former pool, or natural haven, which flowed eastward, in the same direction as the present dock, and formed the boundary of the town southward; and, by taking a northerly direction, limited it again on the east. The shops on this side are numerous, and rather respectable, principally supplying those articles which a seafaring life peculiarly requires. Passing the lower end of Pool-lane, the crowd of passengers considerably increases, this being a principal thoroughfare from Castle-street and George's-market to Duke-street, Park-lane, and most of the streets in that quarter of the town. At the east end of the dock stands the Custom-house, in a situation central and convenient; but the increased commerce of the town, since its erection, certainly demands a public building of this kind of greater extent, and more worthy of comparison with the other public edifices which distinguish and adorn the town of Liverpool (*page 94.*)

Turning to the right, down the south side of the Old-dock, through the opening of Frederick-street, we catch a view of part of the body of St. Thomas's church (*page 119.*) This structure is placed in a most disadvantageous situation, and is, of course, often passed over with less attention than it deserves. The body of the building is, from almost every point of view, nearly obscured by the surrounding houses, which crowd upon it on all sides; and, though of modern erection, it has assumed a black and gloomy appearance, from the smoke and filth of the neigh-

bourhood, which gives it the semblance of an ancient and neglected edifice. Its lofty and beautiful spire, which rose superior to the low and confined situation of the rest of the building, and was seen to great advantage from many of the higher parts of the town and its environs, is now (1823) in a state of dilapidation.

This side of the dock, like the other, is lined with public-houses, shops, warehouses, &c.; but the quay is broader and more convenient. Meeting with little more than the recurrence of the same objects noticed before, we pass on, and, turning to the left, through the street directly opposite the bridge, we arrive at the Salthouse-dock (*page 75.*) Several of the neighbouring streets present spectacles of vice and misery in their lowest forms, from which the heart turns with a disgust which almost overpowers the feelings of commiseration. Great as the advantages of extensive commerce are, it is deeply to be lamented, that dissipation and licentiousness should be its almost constant concomitants. In the present state of society, little more, it is true, may with reason be expected: but, though the evil cannot be fully removed, it certainly becomes the duty of the magistrate and the philanthropist to adopt those measures which may render it less glaring and less offensive. Equally is it to be regretted, that more vigorous means of moral instruction are withheld from that valuable character, the British sailor, who too often, for want of rational restraint, abandons himself to his passions, and destroys

at once the hard-earned wages of a long and tedious voyage, in the foul orgies of the basest and most criminal indulgences. The dock is of irregular form, but very spacious. The quay exhibits all the bustle and variety attendant on mercantile transactions, and, like those of the other docks, it is surrounded with warehouses, anchor-smithies, the shops of block and sail makers, and cooking and public houses.

Proceeding onward, we come to a small dock, constructed by the duke of Bridgewater, and designed for the use of his flats, which are employed in conveying goods by the Runcorn canal (twenty miles up the river) to the interior of Lancashire, Cheshire, Staffordshire, Derbyshire, Nottinghamshire, Leicestershire, and, from thence, by different canals, to almost every part of the island. On the quay of this dock stand two spacious warehouses, for the reception of the goods brought in these vessels. A great number of vessels, of the same description, belonging to different proprietors, are also employed on the river, in the salt and coal trades.

Proceeding onward, in the same direction, the King's-dock (*page 76*) opens to view; the situation of which, as well as of the Queen's-dock, with which it is connected by one common basin, or dry-dock, being farther removed from the town, is more airy, clean, and less encumbered with adjoining buildings than the docks already passed.

On the west side of this dock stands the Tobacco-warehouse, (*page 96*), a spacious erection. A gra-

velled terrace, running the whole length of the dock, commands a fine view of the river and of the opposite Cheshire shore. Birkenhead church, with its handsome spire, is seen directly opposite, surrounded with trees, and forming a picturesque object in the scene. Birkenhead-hotel and gardens are a little to the left, on the margin of the river. The land to the right, towards Bidston Lighthouse, is rocky and barren; but, on the southward, the view stretches to a considerable distance, and presents to the eye a beautiful and well-cultivated country, fringed with rich enclosures, and skirted, through its whole length, by the stream of the Mersey. Taking the view from this situation, where you are half surrounded with ships, warehouses, and other commercial-objects, the two great sources of our national wealth, commerce and agriculture, are, as it were, brought together, and presented at once to the reflections of the thinking mind. A poetic imagination might, perhaps, fancy the genius of commerce, from this station, smiling upon the opposite

Softly swelling hills,
On which the power of Cultivation lies,
And joys to see the wonders of his toil.

Passing over the entrance into the King's-dock from the basin, we come to the Queen's-dock, (*page 77,*) the most capacious of all the docks in the port. It is the principal receptacle of timber-ships, having commodious sloping slips for discharging their

cargoes, and being surrounded by numerous spacious yards for the reception of the timber. It also receives a great number of West India and American ships. Crossing the cast-iron bridge over the entrance, on the right hand are two graving-docks, surrounded by brick walls, for the repairing of ships, the construction of which the stranger has now a convenient opportunity of observing. The object of these docks being to lay the ships dry for caulking and other repairs, their gates are hung in a contrary direction to those of the wet docks; the intention of the former being to exclude, and of the latter to retain, the water brought in by the tide. These docks are constructed so as to receive three or four ships at once, lengthwise, though too narrow to admit of more than one abreast. The steps, on the sides, alike serve for the convenient descent of the workmen, and the adjustment of the timber necessary to support the vessel and keep it upright. All the graving-docks open into the basins, or dry-docks, into which the water flows with the tide. By this means the ships are taken in and out at pleasure. When a ship is to be introduced for repairs, the gates of the graving-dock are opened at low-water, when, upon the rise of the tide, it is filled equally with the outer dock, and the vessel floated in. Upon the return of the tide, the graving-dock is left dry, and, the gates being then shut, the water is prevented from entering until the repairs are completed, when the gates are again opened at low-water, and, at high-water, the vessel is brought out.

By this excellent and simple contrivance, the necessary alterations and repairs of the shipping are performed with a convenience and facility which surpasses every other mode before adopted for the same purposes. The gates of the two graving-docks open a passage to the pier on the south side of the basin, from which there is an extensive prospect up and down the river. The space next to the river is occupied by basins for the reception of flats with merchandise and yards for ship-building.

The dock to the southward of the Queen's-dock is a new one, 430 yards long and 120 broad, called the Brunswick-dock.

Having conducted the stranger to each of the docks, instead of retracing our steps on the same line, it may be more eligible to take in a small part of the town on our return. We just observe, that, to avoid tediousness, the most prominent objects only that have presented themselves have been noticed; and, as there are numerous objects which an attentive person will not pass over without notice, and a part of the scene being also incapable of description, as it is ever varying with the time of the year, the influx of shipping, and those occurrences which a busy and crowded part of the town never fails of presenting, we must, in many instances, leave the observer to his own notices and reflections.

The objects we have already surveyed will, perhaps, call to mind the appropriate lines of the descriptive Thomson :

 Survey of the Town.

Then Commerce brought into the public walk.
 The busy merchant; the big warehouse built:
 Rais'd the strong crane; choked up the loaded street
 With foreign plenty ———. On either hand;
 Like a long wintry forest, groves of masts
 Shot up their spires; the bellying sheet between
 Possess'd the breezy void; the sooty hulk
 Steered sluggish on; the splendid barge along
 Row'd regular, to harmony; around,
 The boat light skimming stretch'd its oary wings,
 While deep the various voice of fervent toll
 From bank to bank increas'd: whence, ribb'd with oak,
 To bear the British thunder black and bold,
 The roaring vessel rush'd into the main.

Proceeding nearly eastward, from the south end of the Queen's-dock, we enter Parliament-street, which forms the boundary of Liverpool; that part of the town on the right being called Harrington, an estate formerly belonging to the earl of Sefton, but now in the hands of several proprietors, who have erected buildings upon it. It contains a very extensive population. Parliament-street is wide; with a good pavement, affording a convenient carriage-road to the docks. The buildings in the neighbourhood are chiefly dwelling-houses, warehouses, and manufactories. On the left, near the middle of the street, is an extensive iron-foundry, called the Liver-foundry: as we ascend, the houses are more spacious and respectable. The road which crosses this street near the top, leads on the left hand into the town, and on

U

 Survey of the Town.

the right to Toxteth-park,* belonging chiefly to the earl of Sefton. In the angle stands St. James's church, in a retired situation (*page 126.*) The building is of brick, unornamented within or without, but neat and commodious. The burial-ground is extensive

* Toxteth-park was anciently a park belonging to the dukes and earls of Lancaster. It lastly remained with the family of the lord viscount Molyneux, earl of Sefton, who have, within these few years, disposed of many lots for country residences and buildings. Though in the return of the county it is said to be extra-parochial, there have recently been built in it two churches; St. Michael's was only consecrated in 1815. Toxteth-park was entirely composed of farms so late as about the year 1770, when the first farm (Thos. Turner's) was broken up for building land, and it is at present nearly covered with houses. The chief promoter of this scheme was Mr. Cuthbert Bisbrown, an enterprising man. This township lies south of Liverpool. Adam de Molyneux, 1228, had a forestership in the county of Lancaster, and in 1255 had £15 a year in land, and was knighted; and sir Richard Molyneux signalized himself in the wars with France under king Henry V, and bore a very brilliant part in the battle of Agincourt, after which he was knighted. He was not less, however, in favour with Henry VI, who, in consideration of his son Richard's services, granted to them and their heirs male, by patent, dated at Brandon, 28th July, 1446, the chief forestership of the royal forests and parks in the wapentake of West Derbyshire; with the offices of serjeant or steward of that and the wapentake of Salfordshire, and constable of the castle of Liverpool; confirmed 1459, in the same reign. Thus the forest of Simonswood, and the two royal parks of Croxteth and Toxteth, came into the possession of this family, with whom these properties have remained to the present time, but they are now being divided into numerous allotments. Toxteth-park, in 1802, contained only 352 houses, occupied by 2,060 people: in 1811, 1,280 houses, inhabited by 5,864 people: in 1821, 2,224 houses, occupied by 2,554 families, or 12,820 persons, being an increase, in less than twenty years, of 10,760 souls: a remarkable increase in so short a space of time. The assessment for the income tax, in 1818, was made upon a rental of £27,300 per annum.

and eligible, and contains several monuments. The whole has a pleasing and respectable appearance: The retrospect gives a view of the river, and Birkenhead priory, church, and hotel on the opposite shore. Taking the left hand direction, we come to an opening where St. James's and Great George streets meet: The latter, with the adjoining square, we shall have occasion to notice in the sequel: turning, therefore, down the former, which takes its name from the church we have just noticed, we have before us a long and closely-built street, which has the peculiarity of terminating with a church at each end. The fine spire of St. Thomas's church was hence, before it was partly taken down, seen to advantage, but the tower and body of the church are obscured by a lofty warehouse and other adjoining buildings. The upper part of the street is well-built; but the lower part, which has the name of Park-lane, is narrower, worse built, and less respectable. On the right, as we proceed, we observe several good streets, bearing the names of some of our most distinguished admirals. Nelson-street and St. Vincent-street lead immediately into Great George-square; and Cornwallis-street presents a pleasing opening into Duke-street. Through the opening of Nelson-street, a view is obtained of St. Mark's church. The streets on the left hand lead throughout the line to the King's, Queen's, and Salt-house docks, and are, for the most part, from their situation, narrow, dirty, and crowded with inhabitants.

Turning on the right, through Cornwallis-street, we cross Upper Frederick-street, and St. Michael's church (*page 123*) breaks upon the view. It was partly built at the expense of the parish of Liverpool, but the corporation intends to complete it. It will be, when finished, one of the most elegant erections for divine worship in the town, although the appearance of its fine portico is much injured by being built too near to Pitt-street. Proceeding down this street, which is extensive and populous, we meet with a spacious and elegant chapel, belonging to the methodists, called Pitt-street chapel (*page 133.*) Following the same direction, we enter into Cleveland-square. This square, which is 100 yards by 40, forming an area of 4,000 square yards, was formerly a place of genteel residence. In the centre was a rusticated obelisk, and a row of trees was planted in front of the houses. Opulence has now found more eligible situations, the obelisk is removed, the trees are destroyed, the houses are mostly converted into shops, and the square is now a market for provisions, with the usual appendages of shambles, benches, &c. From Cleveland-square we pass, through Price's-street, to the head of the Old-dock, where, as it is at an almost equal distance from the principal streets of the town, we shall, at present, leave the stranger.

Survey of the Town continued.

HAVING made the tour of the docks, and part of the town adjoining, we propose next to introduce the stranger to the principal streets and public buildings in the interior. The most eligible station whence to commence our second route will be, as before, from the Town-hall. In this edifice, and the adjoining Exchange-buildings, the wealth and spirit of the opulent merchants of Liverpool are strikingly displayed. The Town-hall, (*page 86,*) in addition to the dignity which so noble a building confers upon the street where it is situate, affords a beautiful object in perspective, by its well-constructed and lofty dome, from a variety of stations in the town and neighbourhood. The ground-floor was originally intended for an exchange, by which name, till within these few years, it was designated; but, the merchants, by a strange predilection, preferring to meet in the open street, in despite of weather, or to incommode the neighbouring shops when assailed by heavier storms than usual, it was never used for that purpose. The whole of the interior of the building having been destroyed by fire, in the year 1795; it was rebuilt within, in its present improved and elegant style, and appropriated to judicial purposes, offices for the police of the town, a mansion for the mayor, a suit of assembly-rooms, and offices for the general business of the corporation. Since

that time it has taken the appellation of the Town-hall. Behind this is that sumptuous erection, the New Exchange-buildings, (page 90,) in which there is nothing to regret but the necessity which placed it in a situation so obscure as nearly to escape all observation, except on the very spot where it is erected. The area in front, which is paved with flags, is 194 feet by 180, in the centre of which is a fine group of statuary, with appropriate ornaments, in commemoration of the heroic and immortal Nelson. The following is a description of this noble monument:

On a basement of Westmoreland marble stands a circular pedestal of the same material, and peculiarly suitable in colour to the group which it supports. At the base of the pedestal are four emblematic figures, of heroic size, in the character of captives, or vanquished enemies, in allusion to the four signal victories obtained by Lord Nelson; namely, those of St. Vincent, the Nile, Copenhagen, and of Trafalgar. The spaces between these figures, on the sides of the pedestal, are filled by four grand bas-reliefs, executed in bronze, representing some of the great naval actions in which the immortal Nelson was engaged. The rest of the pedestal is richly decorated with lions' heads, and festoons of laurel; and, in a moulding round the upper part of it, is inscribed, in letters of brass, pursuant to the resolution of the general meeting, that most impressive charge, delivered by this illustrious commander previous to the

 Survey of the Town.

commencement of his battle of Trafalgar: "ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY."

The figures constituting the principal design are, Nelson, Victory, and Death: his Country, mourning for her loss, and her Navy, eager to avenge it, naturally claim a place in the group.

The principal figure is the admiral, resting one foot on a conquered enemy, and the other on a cannon. With an eye steadfast and upraised to Victory, he is receiving from her a fourth naval crown upon his sword; which, to indicate the loss of his right arm, is held in his left hand. The maimed limb is concealed by the enemy's flag, which Victory is lowering to him, and under the folds of which Death lies in ambush for his victim; intimating, that he received the reward of his valour and the stroke of death at the same moment.

By the figure of an exasperated British seaman, is represented the zeal of the navy to wreak vengeance on the enemies who robbed it of its most gallant leader.

Britannia, with laurels in her hand, and leaning, regardless of them, on her spear and shield, describes the feelings of the country fluctuating between the pride and the anguish of a triumph so dearly purchased, but relying for security on her own resources.

The monument was designed by Mr. Matthew Charles Wyatt, and was modelled and cast by Mr. Richard Westmacott. The expense was defrayed by subscription, in pursuance of the resolutions of a

public meeting, on the 15th of November, 1805, upwards of nine thousand pounds having been raised in a few days for the purpose. The committee determined on placing it in this area, in order that "the people of Liverpool, and their descendants to remote ages, should, in the midst of their mercantile transactions and daily concerns, be perpetually reminded of the man to whom they are so greatly indebted for the vindication of their rights, and the restoration of their commerce, at a period when they were threatened with destruction by a vindictive and powerful enemy." It was completed and opened for public inspection on the 21st of October, 1812.

Returning to the southern front of the Town-hall, along its west side, we notice a capital range of well-built and lofty offices, which form a pleasing appendage to the adjoining erections, and prevent that sudden transition from the superb to the mean, from the elegant to the dirty, so conspicuous in the contrast with the buildings at the upper end of Dale-street; a defect, however, which is rapidly remedying. The street which opens immediately from the Town-hall to the south is Castle-street, so called from the castle which formerly stood upon the site of St. George's church (page 6.) This is a very spacious and beautiful street, and worthy of the elegant edifices which grace its northern termination. The houses are generally very lofty, well-built, and uniform, and the shops spacious and elegant. The western side has, however, decidedly the preference,

presenting a range of excellent and uniform buildings. Some irregularity is perceived on the opposite side, and a few houses remain which are comparatively paltry, and, in some degree, detract from the unity of the whole. The view from this station has a degree of picturesque beauty. The group of houses, with the appearance of the top-masts of the shipping in the Old-dock in the distance; the remaining part of the spire of St. Thomas's church, shooting above the extensive ranges of buildings on the right and left; with the crowd and bustle immediately beneath the eye, form a view, in its kind, in many respects novel and interesting. That the street, according to the opinion of some, might have been rendered more complete, and the view more pleasing, by throwing the western side as far back as Lower Castle-street, cannot be doubted, as by this means a great part of the body of St. George's church would have enriched the perspective, and the whole front of the Town-hall been laid open to view. Much, however, has been done; it has become equally a convenience and an ornament, and, comparing it with the former narrow, dirty, and dark street which bore its name, it must be ranked among the most distinguished and beneficial improvements of the town. Should the resources of the corporation ever be employed in carrying a line on each side of the street through Pool-lane, which winds from the bottom of Castle-street to the Old-dock, it will then form one of the most noble streets in the kingdom, and, perhaps, equal to any in Europe.

Setting out from this station, on the east side of the street, near the centre, is the King's Arms-hotel, (formerly the Liverpool Arms,) the principal inn in the town. It was erected by the corporation, and is built throughout in a very respectable style, with first-rate accommodations for travellers. Opposite the hotel is Brunswick-street, which leads to George's-dock, and gives a partial view of the shipping in the river. In the open space at the bottom of Castle-street (which is called Derby-square) is St. George's church, (page 117,) a structure equally elegant in itself and ornamental to the town. The discoloration of the stone, by the smoke from the surrounding houses, detracts something from its appearance; but its light and pleasing architecture is sufficiently striking. An elegant terrace, supported by rustic arches, is carried on each side of the church, which has no yard, the place of interment being in vaults beneath the whole of the building. This church has not, however, that secluded solemnity which so well accords with our ideas of congruity in the situation of places devoted to divine worship. Around it is a market for vegetables, fruit, poultry, butter, &c.; and the adjoining streets, in all directions, are principal thoroughfares. The opening in front is Pool-lane, being the continuation of Castle-street, and, though much inferior, appears not to deserve the censure it has sometimes met with. It sinks only by comparison with the latter, and is, upon the whole, a respectable street, with many excellent shops. The view upwards, from

Pool-lane, is peculiarly striking, affording a complete prospect of the south side of St. George's church, with its south terrace, and the octangular buildings which terminate its extremities, the whole length of Castle-street, the front of the Town-hall, and part of the right wing of the Exchange-buildings.

Turning into Castle-ditch, and taking a direction to the right, we enter upon Lord-street, which, from being the most general communication between the east and west sides of the town, is constantly crowded with passengers and carriages of every description. Though a very respectable street, it is found, on this account, much too narrow for convenience, and by no means accommodated for a mere saunter. It is still less favourable for observation; for the eyes are too much occupied in avoiding the concussions of a crowd, who push forward without order or respect of persons, to obtain leisure to survey the different objects which the passage presents. Little, however, is to be seen but what is common to the central streets of large towns. The shops, though inferior to those of Castle-street, are generally large and well-furnished; and, though the buildings are rather irregular, and a few of them mean, there are several which, in a more favourable situation, would make a good appearance. Arriving at the bottom of Lord-street, the street in front is Church-street, that on the right hand is Paradise-street, and that on the left, White-chapel. On account of the lowness of the situation of the latter, it suffers much inconvenience after

a heavy fall of rain or snow, which, by producing a great influx of water from the surrounding higher grounds, sometimes overflows the street and houses, and forces the inhabitants of the cellars, with their beds and furniture, from their habitations. The spot on which we now stand has some interest, being the extreme boundary of the old town eastward. The water brought in by the tide, before the formation of the Old-dock, as before noticed in the beginning of this work, flowed the whole length of Paradise-street and Whitechapel, which had then, and so late as 1773, the appellations of Common-shore and Frog-lane. At the opposite northeast corner of Church-street formerly stood a small tenement, called the boat-house, where a ferry-boat was stationed, for the purpose of conveying passengers across the water into the town; and a county-bridge, which was afterwards erected, remained until lately beneath the pavement. By a plan of Liverpool, taken in the year 1725, it appears, that the town had then extended but little beyond this boundary eastward. The houses in the whole line of Paradise-street and Whitechapel amounted to less than twenty in number; and, with the exception of a few scattered habitations in the neighbourhood of St. Peter's church, and on the south side of Church-street and School-lane, the whole was open on the east, and remained so, with little alteration, for several years afterwards. Lord-street itself was not then above two-thirds of its present length, a number of gardens extending from the place where we now

stand along the whole west side of the Common-shore.

Paradise-street, at the bottom of which is seen the dilapidated spire of St. Thomas's church, has many good houses and shops, and is crowded with buildings throughout. Its low situation exposes it to occasional inundations in the same manner as Whitechapel, but in a less degree. It is a street, nevertheless, remarkably populous, though, from these circumstances, it must be very unfavourable to health. There being nothing here peculiarly worthy of remark, except the Unitarian chapel, which is a spacious and elegant octangular building on the left hand, (*page 131,*) we may proceed eastward, up Church-street. The buildings here are chiefly of modern erection, the street is spacious and well-flagged, and has become a place of business, all the private dwellings having been, within a few years, converted into retail shops. This is, however, chiefly confined to the north side of the street, the yard-wall of St. Peter's church taking up a great part of the opposite side; but it amply atones for the encroachment, by rendering a great part of the street the more open, airy, and cheerful. St. Peter's was the second church erected in Liverpool, (*page 116,*) when Liverpool was made a distinct parish from Walton. It is a plain, handsome edifice, with a spacious burial-ground. At the time of its erection it was out of the limits of the town; and, though now surrounded with streets, its extensive yard somewhat secludes it from noise and interruption.

On the south side of the church-yard the Blue-coat Hospital is discovered (*page 149.*) It is built of brick, ornamented with stone, with two large and deep wings. It was finished in 1726; but it has a more modern appearance, owing to an embellishment of the brick and stone work in front. The benevolent mind dwells with peculiar satisfaction on those institutions which have instruction for their object, and which extend it where it is most necessary, and yet most unattainable—to the children of the poor. Proceeding forward, on the right is the Dispensary, (*page 141.*) a good and convenient brick building, with a circular portico, on which the name of the institution is written. In the front is a well-executed bass-relief; the subject, the good Samaritan: its merits are, however, lost, its height preventing a near inspection. The opening adjoining the Dispensary leads to the Postoffice (*page 95.*) Higher up, on the same side, is a library and newsroom, denominated the Athenæum (*page 99.*) This erection was finished at the expense of £4,000. It contains a most excellent and valuable collection of books, rapidly increasing every year both in value and extent, which, however, are not allowed to circulate; a regulation that has the advantage of always securing an inspection of any book which the library contains. This is a convenience which a circulating library cannot, from its nature, possess. A non-resident may be introduced by a subscriber, on entering his name in a book kept for that purpose. The hand-

some stone front of this erection, with the respectability of the adjoining buildings, form a considerable improvement to this part of Church-street.

The Lycæum, (*page 100,*) a very sumptuous edifice, devoted to the same purposes as the former, now breaks upon the view, and presents its west front, with a shrubbery, enclosed by an iron railing, disposed in a semicircle. Four streets meeting here, its situation is open, but would have been more commanding and ornamental, had it not been for the sudden bend in the upper part of Church-street, by which it is turned out of the line, and somewhat obscured. The library contains above 22,000 volumes, which are continually accumulating, and the books circulate among the subscribers. In this respect the institution has become a public benefit, as the structure itself is a public ornament. The street on the left is Ranelagh-street, an improving and spacious street, terminated by a range of excellent houses at the top, which take the appellation of Ranelagh-place. Hanover-street, on the right, from the recent improvements in the town, has lost its former credit, but has yet a few good houses remaining, most of which, however, are converted into offices. Taking the direction in front, we enter upon Bold-street, and, passing the principal front of the Lycæum, have an opportunity of observing its beautiful architecture, alike creditable to the abilities of the architect and the spirit of the town. Adjoining the Lycæum is the Rotunda, (*page 168,*) a circular building, erected

originally for the exhibition of panoramic paintings. Near the middle of the street, on the opposite side, is the Music-hall, which has a portico projecting over the parapet, supported by four columns. Still higher up the street is an insulated building, with a stone front. It was formerly known by the name of the Freemasons'-hall, where the meetings of the fraternity were held, but is now denominated the Savings Bank, (*page 160,*) in which the industrious and provident may deposit and receive interest for their savings. The building belongs to the Society for bettering the condition of the Poor, (*page 159,*) and in it the business of the different charitable institutions to which the society has given birth is carried on. At the top of the street, to which, however, our ramble does not extend, rise the walls of the new Gothic church now erecting there by the corporation of Liverpool; a structure which, when finished, will form a fine termination to the view up this street.

Turning to the right, up Slater-street, we leave Bold-street, than which there are few more respectable in the town, but the houses are rapidly converting into shops, which will soon unfit the street for genteel residence. Two buildings on the right hand side of Slater-street will attract the stranger's attention. The first is a charity-school, erected and endowed by the bounty of John Gladstone, esq., M.P., for the education of poor children. The adjoining building is called the Charitable Institution-house, (*page 163,*) which was built by three benevolent

individuals, for the use and accommodation of the different charitable institutions of the town. The ground-floor is used as the depository of the Liverpool Auxiliary Bible Society. Proceeding onward, we pass into Duke-street, by the east side of the Union news-room (page 101.) This building is on a large scale, and fronts into Duke-street, from the opposite side of which it may be conveniently observed. The front is of stone. The execution of the union arms, at the top, does great credit to the artist. The expense of this erection was near £6,000. From this station we have a complete view of the street to the east and west: it is more than half a mile long; at the bottom narrow, and irregularly built, but improves at every advance, and, for the greater part of its length, is covered, on each side, with a great number of genteel, and some elegant, houses. Its acclivity, and the gradual enlargement of its width, to the upper extremity, add much to its appearance. It may be justly denominated one of the best streets in town, and affords, from its distance from the noise and bustle of business, a sequestered and tranquil retirement.

Turning to the left, through the first street above the Union newsroom, we enter Colquitt-street, in which stands the building appropriated to the Liverpool Royal Institution (page 104.) The situation is open, and the street being wholly free from noise and bustle, is admirably suited to the site of a literary and scientific institution. The external appearance

of the building is respectable, but has nothing remarkable.

Returning into Duke-street, near the top, on the left, stands St. Mark's church, (*page 130.*) and a little on this side, on the right, Great George and Nelson streets. In the former is a large and elegant chapel belonging to the independents (*page 134.*) We shall, however, follow the direction of the latter street, leading immediately to Great George-square. This and the adjoining streets have been laid out within these twenty years, and are fast approaching to completion. The north side of the square is not yet entirely built ; but the houses on the east and west are completed : those on the south are nearly so, and afford a fine specimen of the whole. They are lofty, capacious, and elegant, and receive additional embellishment from the spacious and thriving shrubbery which graces the centre of the square. The name of this square and the adjoining street was given them in honour of his late majesty, and those of the streets diverging from them, in commemoration of those victorious admirals who so gallantly supported the honour of his crown and the dignity of his empire. The foundation-stone of the pedestal of a grand equestrian bronze statue of our late beloved sovereign was laid in the centre of this square on the day of the national jubilee ; but it was afterwards transferred to London-road, at the principal entrance to the town. Proceeding along Upper Pitt-street, we again enter Great George-street, and, continuing

our route, come once more to St. James's church; when, turning on the left, up the higher part of Parliament-street, we arrive at the southern extremity of St. James's-walk, (*page 174,*) or, as it is generally called, the Mount. This delightful place of recreation was formed about the year 1767, in the mayoralty of Thomas Johnson. The winter was very severe, and he humanely employed the poor people in raising this artificial mount. Before that time, it was called Quarry-hill, and was, even in its then rude state, a place of public resort. After it had been beautified, it was, at first, named *Mount Sion*; but, this scriptural denomination being ridiculed by a Welsh clergyman, in the following lines, its name was afterwards changed to the Mount, or St. James's-walk.

“ The mayor and council, in a dreaming fit,
To slight the scriptures, and to show their wit,
The name of *Sion*, sacred seat of Heaven,
To this unhallow'd, common walk have given.

“ Fond of impiety, behold, a shrine
They've dedicated to the god of wine;
And, to excite our admiration more,
See 'Bottled beer' recorded on the door!

“ But, Thou who hear'st the poor man's prayer,
Protect the innocent and guard the fair,
And, if thou canst forgive, forgive the mayor!”

Before we advance upon the terrace, the stone-quarry behind it may be noticed. From this quarry the stone for many of the public works, and particularly for the construction of the docks, piers, and

quays, was procured. Human labour has here exposed to view a surface of solid stone of astonishing extent; and from the loose materials which were recumbent upon the bed of stone, the terrace and gardens in front have been raised. A chalybeate spring formerly existed in this quarry, to which great medicinal virtues were imputed; but, the body of stone whence it issued being removed, it is now lost. Ascending the steps, we enter upon the terrace, which is 400 yards in length, and commands a fine and interesting prospect. The river and opposite coast, taking a curve-like direction, and winding from the southeast to the north, dispose the landscape into the form of an extensive amphitheatre, exhibiting a vast variety of beautiful and striking objects. On the left, the prospect is bounded by the distant mountains of Flintshire and Denbighshire, in North Wales; where formerly a brave race of men, the worthy descendants of the aborigines of Britain, disputed the encroachments of their invaders, and to the fortresses of which they retired, after unavailing deeds of heroism to preserve the independence of their country. In their conquerors they, however, met with brethren; and, together forming one community, they now participate mutually in the blessings of a free constitution and equal laws. Softened by the arts of peace, and connected by the unity of empire, their mountains now stand only to give majesty to the scenery of their country, and shelter to those delightful vales, where nature pours her

stores into the bosom of a simple and virtuous people. Within this range of mountains, at the distance of about twenty miles, lies the ancient and respectable city of Chester, the place where the Welsh made the final surrender of their independence to Edward of Caernarvon, and acknowledged the sovereignty of England. From hence the rich and well-cultivated fields of Cheshire spread themselves to the edge of the interposing river, and enrich the scene by a luxuriance of vegetation, which is still farther heightened by contrast with the sterile mountains which bound and terminate the prospect. Immediately opposite, the river is brought nearer to view, where are generally seen a number of large ships, under sail, or reposing on its surface at anchor. The soft swelling of the opposite shore, and the scattered houses which rise upon the view, at different distances, grace and diversify the whole. Bidston-hill, surmounted with the Lighthouse and signal poles, terminates the prospect in this direction; but, a little more to the north, a sudden declivity opens a view of the sea, from which, on a clear day, vessels may be seen at a considerable distance. The hill to the right of this opening again attains its elevation, and then gradually declines to the extremity of the Cheshire shore, at the Rock-point. The fine opening where the Mersey discharges its waters into the Irish sea, is generally obscured by the interposing smoke of the town, but from a subsequent station will be seen to advantage. A considerable part of

the town now falls under the eye, and finishes the view by a vast assemblage of buildings, covering the declivity of the hill, and intermingled with the lofty tops of the public edifices, which present themselves in all the various forms that taste and opulence have impressed upon them, and equally mark the progress of refinement in the town of Liverpool, and the spirited character of its inhabitants.

The prospect is at all times interesting; but it is, perhaps, the more so on a clear and calm evening in summer, when the sun is just sinking below the horizon. The reflection of the sun's parting beams from the extreme elevation of the towers, spires, and domes of the public buildings; the varied columns of smoke, gently curving in the middle region of the atmosphere; the white and transparent surface of the river, contrasted with the dark and rich verdure of the opposite fields, which is again diversified by the stuccoed walls of the houses along the shore, and the misty soft appearance of the distant mountains, which spread along the southwestern extremity of the landscape, equally enrich its picturesque beauty, and seize upon the finer feelings of the heart.

The grove and shrubbery behind the terrace was formed for public recreation, and is open every day, except Sunday. It is kept in excellent preservation and order. Descending from the north end of the terrace, we pass the east end of Duke-street, and proceed along Rodney-street, which ranks among the principal streets in the town, and to which it is enti-

ted by its situation, width, and the magnitude of the houses which compose it. Turning to the right, about the middle of the street, we enter Hardman-street, in which stands St. Philip's church (*page 131.*) It is a neat structure, in the Gothic style of architecture: the principal part of the work in the inside is of cast-iron. Quitting this church, we re-enter Rodney-street, the north end of which terminates in Mount Pleasant-street, which, like the former, is a place of genteel residence, and winds down a steep descent, on the left, into the interior of the town. Turning on the right, we pass the Wellington-rooms on the north, (*page 167.*) and several good houses on both sides of the street, and arrive at the extremity of the town, where two roads meet, the one leading to the Botanic Garden, (*page 171.*) and the other, on the left, to Edge-hill. The former, which is immediately in front, is unpaved in the middle, but has a good footwalk on one side, at the extremity of which the lodges at the entrance of the Botanic Garden are seen, and the garden itself, with its conservatory, stretching to the right. Behind these, and inclining to the left, is Edge-hill, a favourite and rapidly improving residence, and from this point seen to advantage. The well-built houses, rising from the summit of the hill, and surrounded with trees, gardens, and fields, have a rural and cheerful effect; but the foreground of the picture detracts from the whole. Stone walls, land barren even in summer, and roads of sand, are equally unexpected

and unpleasing in the vicinity of so large and improved a town. On the right are the Alms-houses, in a retired and airy situation ; and, adjoining these, a most spacious and excellent burial-ground for the poor, at the head of which stands a small chapel, in the Gothic style of architecture. A little farther, on the same side of the road, a spacious square, named after the immortal Abercrombie, is laid out. Several houses have been already erected on the west side, and, from the elegant style in which they are built, promise to form a square which, when finished, will almost rival Great George's, already mentioned. The area is enclosed with a handsome iron railing, within which a thriving shrubbery is already planted. The House of Industry is on our left, where its two deep back wings are discovered above the high brick wall which encloses it. Taking the left road, we come round to the House of Recovery (*page 153*) and the House of Industry (*page 152.*) These erections have the great advantage of an open and healthful situation. The appearance of the latter is rendered peculiarly pleasing, by the spacious area in front, and the shrubbery which encloses it. The street immediately opposite the front of this building is Brownlow-street ; that leading into the town is Brownlow-hill, formerly Poor-house-lane. Passing through the former, which is a retired and well-built street, the New Infirmary breaks upon the eye (*page 139.*) There is an air of magnificence and grandeur in the aspect of this stupendous structure which is equalled.

only by that of the New Exchange-buildings. Its beautiful portico presents a fine specimen of architecture. Its spacious wings, with their numerous windows, have a fine effect, and give to the building an appearance of extent exceeding the reality. It is a most sumptuous edifice. Proceeding onward, we enter into Pembroke-place. This is a very pleasing and sequestered situation. The east end of the street is terminated, in a picturesque manner, by the northern summit of Edge-hill, on the top of which stands Vernon-hall, an ancient building, surrounded with lofty trees, and St. Mary's church, a neat structure, built by the late E. Mason, esq. To the west, it commands a fine view of an equestrian statue of his late majesty, a partial view of the town, the spires of two churches, and the dome of the Town-hall; and on the north, from part of the street, the beautiful village of Everton. When the street, however, is fully completed on the north side, a part of these advantages will be lost. An excellent and genteel street, called Daulby-street, opens northward from the middle of Pembroke-place into the London-road. Beyond this street, on the right, stands Brunswick-chapel (*page 132.*)

Proceeding downward, we arrive at the equestrian statue of his late majesty, of which we obtained a glimpse in crossing Pembroke-place. It is of bronze, and was executed by Mr. Westmacott, of London. The figure of the horse is an exquisite specimen of sculpture. The animal is represented in graceful

and spirited action, with one leg thrown forward : the fine bend of its neck, the fire of its countenance, and its general spirit and animation, are truly grand. The figure of his majesty is a good resemblance of him when he was in the prime and vigour of health. He sits his horse with a graceful freedom and firmness, holding the reins with his left hand, whilst the right arm is extended forward. The costume which the classical taste of the artist has selected is the Roman toga, which envelops the body and thighs of the figure, and falls, in fine broad massive folds, over its back. The statue is placed upon a pedestal of considerable elevation, and is a very conspicuous and commanding object from all points. The whole is surrounded by a handsome iron railing, which, by increasing, in appearance, the diameter of the base of the pedestal, adds to its effect, and preserves it from injury. It is difficult to say from what point the statue is seen to the best effect : from all sides it is picturesque and in true drawing. With a strong light, and the spectator standing near Greek-street, a very slight effort of imagination is necessary to suppose, that the horse is in actual motion. Upon the whole, it may be considered as a successful effort of the skill of the artist ; an ornament and a credit to the town ; and a memento of the affection of the inhabitants for the memory of George the third, one of the best monarchs that ever graced the throne of this or of any other country.

Quitting this fine statue, we pass several new

streets which are rapidly completing, and arrive at the Blind Asylum, or, more properly, the School for the Blind (*page 142.*) The front of the building is of stone, neat and respectable, to which are appended wings of large dimensions. But it is the institution itself which claims regard, and at once awakens the feelings, and secures the warmest approbation, of the heart. The nature, objects, and regulations of this charity will be found in page 142. It is here only necessary to observe, that the school may be visited by the stranger or inhabitant upon presenting a note from a subscriber. The public days, on which a selection of sacred music is performed, are Tuesdays and Fridays, from two to three o'clock. No demand is made upon the visitants on this occasion; but we believe that there are few persons who, when they have noticed the well-adapted and efficacious means that are here used for the alleviation of one of the greatest of human miseries; the cheerful looks and dispositions of the unfortunate persons who, by employment, are here preserved from those distressing reflections which, under other circumstances, so deeply prey upon the feelings; and the expertness with which, through judicious instruction, they perform their manual occupations, and are thus fully enabled to secure a comfortable subsistence in the world, independent of charity—few persons, we believe, will depart from so interesting a spectacle without leaving a tribute at this shrine of pity, and contributing something to the support of an institu-

tion so honourably conducted, and so beneficial in its operation. It is also just to remark, that the great success attending this institution is to be attributed chiefly to the great and unwearied exertions of its principal conductors, who have thus, by advancing the credit of the school, secured the confidence and the liberal patronage of the public.

Quitting the school, and turning into Duncan-street, on the left stands Bethesda chapel, (*page 134,*) and a few yards farther, on the same side of the street, the Church of the School for the Blind (*page 124.*) It is built entirely of stone, in the purest style of Grecian architecture, and is a fine specimen of the admirable simplicity and beauty which characterized the religious edifices of the ancient Greeks. The noble portico at the west end is an exact copy of the portico of the temple of Jupiter Panhellenius, in the island of Egina. It is of a peculiar species of the Doric order, and the example from which it is taken is one of the earliest specimens of Grecian architecture, and the only remains of that era now extant. The interior of the building is finely finished. Divine service is performed in it twice every Sunday, in the morning at eleven o'clock, and in the evening at half-past six. Seats are reserved for strangers, who are expected to contribute a trifle in silver towards the support of the excellent institution to which it is attached. The two buildings of one story high, on the opposite side of the street, are charity-schools, supported by the Society of Friends (*page 165.*) It

was on this elevated ridge, running from London-road to Copperas-hill, (which crosses the south end of Duncan-street,) that batteries were erected, when prince Rupert besieged the town in the year 1644; (page 19;) and trenches were formed in the lower ground, whence he frequently attacked it on the east side.

Re-entering London-road, and proceeding onward, we arrive at the old Infirmary and Seamen's Hospital, (pages 137 and 140,) the latter forming part of the external appearance of the Infirmary, the two wings of which are applied to this purpose. The situation of the Infirmary, though not so open as formerly, on account of the more recent extension of the town, is yet sufficiently so for the purpose of health. It has an opening in front, in addition to its enclosed area, and is equally exposed to the back, with the addition of an extensive garden. The erection on the ground in front is called Islington-market, which is conveniently situate for the populous streets, in the neighbourhood. The stranger, by passing through a narrow street on the opposite side of this market, may enter Hunter-street, at the top of which stands Christ Church, (page 127,) and about the middle, on the opposite side, the Friends' meeting-house.

Proceeding down Shaw's-brow, we cross the end of a busy and populous street, called Byrom-street, and enter Dale-street, in which there is little to be noticed. It is one of the oldest streets in the town, and a great thoroughfare. The houses, especially at

the lower end, are chiefly irregular, ill-built, and ancient; and the street itself is too narrow for the number of passengers and carriages which are continually passing through it. This has not escaped the notice of the corporation, and a plan has been made for enlarging its width throughout. Eastward from the Town-hall it was widened, according to this design, some years ago, and the buildings erected in the new line are lofty and uniform. In the year 1819 further progress was made in this desirable improvement. All the old houses for several hundred yards on the north side were entirely removed, the street was widened in proportion; and, from being one of the narrowest, dirtiest, and most disagreeable streets in the town, it has now become, throughout the greater part of its length, spacious, clean, and respectable. A new street, named Manchester-street, has been cut from it to St. John's-lane, through which most of the stagecoaches now pass to London-road, in order to avoid the difficult acclivity of Shaw's-brow. The career of improvement in Dale-street is still continued; and, when the whole is completed, it will form a most excellent street, and constitute one of the greatest improvements of which the town is capable.

Arriving at the Town-hall, the place whence we commenced our ramble, we again leave the stranger to prepare for a third excursion.

Survey of the Town continued.

COMMENCING our route, as before, from the Town-hall, we pass through the central opening in the Exchange-buildings, and enter Chapel-street, one of the oldest streets, and, like others of the same date, narrow and ill-built. Taking the left direction, we pass St. Nicholas's church, (*page 110,*) at the lower end of the street, and find ourselves once more in the neighbourhood of the river. Proceeding northward, we pass the Prince's-dock, (*page 77,*) and, turning up Neptune-street, we obtain a view of the front of the Borough Gaol, a large and extensive building, on the plan recommended by the celebrated Mr. Howard. This place was for some years a receptacle for the French prisoners of war. It is now, however, used as a borough gaol, and has superseded the ancient tower in Water-street, which was long appropriated to that purpose. It is airy and well-constructed, and its elevated situation is very favourable to the health of its unfortunate inmates, who are chiefly insolvent debtors.

Turning to the right, we pass over a bridge at the head of the Leeds and Liverpool canal, (*page 193,*) where are numerous and very extensive coal-yards, and, after proceeding a few hundred yards along Oldhall-street, an opening on the left discovers St. Paul's church (*page 120.*) Taking this direction, we

come to its west front, and have an opportunity of examining this massive structure. Its obscure situation is to be regretted. Closely surrounded with houses, the dome only can be discovered at a distance; and a building which, placed in a different situation, might have been an admired ornament of the town, is so completely buried, that it is likely that not more than one stranger in fifty has ever, during his stay in town, seen more than a distant view of its turret and dome. Proceeding along its south front, through Prussia-street, and taking the direction of Highfield-street into Tithesbarn-street, which, from being narrow and dirty, has become, by the removal of many old houses, open and spacious, we turn on the left, and presently enter Great Crosshall-street, at the top of which stands a chapel belonging to the Welsh Calvinists, and, about the middle, another belonging to the baptists. We pass thus hastily on, because in these streets there is nothing worthy of attention. At the bottom of Great Crosshall-street, we enter Byrom-street, which exhibits a number of recent erections and improvements. Keeping still to the left, we enter Scotland-road, which is a continuation of Byrom-street, and pass on the right the baptist chapel. Byrom-street and Scotland-road form the great northern road, which is by far the most noble entrance to the town, presenting a straight line of road nearly a mile in length.

Passing the opening of a few streets, we turn up

on the right to All Saints' church, (*page 130*,) a brick building, without any thing to recommend it to particular notice. A little higher than this is St. Anne's church, (*page 121*,) standing at the bottom of St. Anne's-street. It is likewise of brick; within neat and commodious, but on the outside rendered paltry by an attempt at ancient decoration. We enter St. Anne's-street by a footway on the west side of the burial-ground. This is a noble and well-built street. The houses are elegant, and inhabited by some of the most respectable families. Near the top of this street stands Trinity church, (*page 127*,) and on the same line is Norton-street, which is again continued by Seymour-street, Russel-street, and Clarence-street. On the summit of the rising ground, where Seymour and Russel streets join each other, a view of the whole line of St. Anne, Norton, Seymour, Russel, and Clarence streets is obtained. These form an elegant line of streets, of very considerable length, and favoured by a graceful declivity of the ground. Passing through Russel-street, on the left hand we notice the Welsh charity-school, a low but extensive building of one story, (*page 156*,) and an independent chapel, and enter on the lower part of Brownlow-hill.

Proceeding in this direction, we arrive at Ranelagh-place, a range of genteel houses, standing at the top of Ranelagh-street, a name derived from the Ranelagh-gardens, which formerly occupied this site, and were, at one time, a favourite place of resort

and amusement, oratorios and concerts being performed twice a week in the open air. The street which runs from the bottom of Brownlow-hill is Mount Pleasant, and that more to the left, Renshaw-street, in which stand St. Andrew's church (*page 130*) and the independent and unitarian chapels (*pages 134 and 132.*)

Turning on the right, along Case's-street, we are led into Clayton-square. This square is of considerable extent, and was formerly a residence of some consideration, though upon the decline, many of the houses, since the erection of the New Market, having been converted into shops. In the west corner are two inns, the Feathers and the Neptune. Quitting the square, and passing a few yards along a street recently opened on the east side, by removing a house which stood on the spot, we arrive at the south end of the New Market, of which a full account is given in *page 179*. It is by far the finest covered market in the kingdom. The building of one story, on the opposite side of Great Charlotte-street, is a riding-school.

Re-entering Clayton-square, and proceeding along the side on which we first entered, we are next conducted, through Houghton-street, into Williamson-square. Here, as nothing has been attempted, we are not subject to disappointment; and whatever may be deficient is amply compensated by the noble stone front of the Theatre (*page 166.*) Passing through the opposite opening, we enter Whitechapel,

before mentioned, and, turning to the left, arrive at the bottom of Lord-street.

These pedestrian excursions, though they may be justly complained of as fatiguing, will yet be found to be the most eligible mode of obtaining a thorough acquaintance with the principal parts of the town, with the additional convenience of being able to examine the public structures as they are pointed out in the respective routes we have traced. But, as the stranger may also wish to visit the environs, we shall next point out a pleasant ride, in which the most interesting objects, in the immediate neighbourhood of Liverpool, will present themselves to observation.

SURVEY OF THE ENVIRONS.

A RIDE.

QUITTING the town in the direction of Brownlow-hill, and passing the House of Industry and House of Recovery, before noticed, we enter upon the road leading to Edge-hill, which is immediately before us. The view on the right presents a considerable opening to the south, but has little worthy of notice in the prospect, except the west side of Abercrombie-square and the Botanic Garden. The extent and disposition of the latter is now clearly discovered. It forms a contrast to the barren ground by which it is surrounded; but its external appearance is not thereby much improved. No idea of this excellent and flourishing establishment can be formed from its exterior, which has few attractions, the two lodges at the entrance not excepted, which have a heavy and common appearance.

Arriving at Edge-hill, we observe a considerable number of dwelling-houses collected on this improving and pleasant situation, several of which are built in a good style, with spacious gardens, and unite the attractions of a rural residence with a convenient proximity to the town. There is also a neat brick church, of recent erection, which is private property. To the right, in High-street, is a house suitably fitted up for the reception of penitent prostitutes, under the care of the Magdalen institution

(page 158.) Many of the inmates of this friendly asylum have returned to the virtuous walks of life in a manner creditable to themselves, and encouraging to the future efforts of the charity which has thus snatched them from vice and infamy. Taking the middle of three roads which diverge from this station, and proceeding a few yards on a waste plot of land, an extensive prospect opens eastward, and presents a large tract of country, well cultivated and fruitful, shaded with woods, and interspersed with numerous seats, farms, and villages. The village of Wavertree* is seen inclining to the right, at the distance of about two miles; and, hanging on the side of a distant hill, is the town of Prescot, on the London-road. On the left, at the distance of about half a mile, we have a good view of Gilead-house, late the residence of S. Solomon, M.D., deceased, the proprietor of the celebrated medicine, the Balm of Gilead, from which this splendid house, erected by him, derives its appellation.

* Wavertree, or Vauretree, Wav'e, or Wavre, or Wartree, at the time of the conquest was called two carucates of land, and was valued at *sixty-four pence*. (Waste land was not then estimated.) The rental of 1815 was £11,164 per annum. In 1731 the township contained fifty houses, of which three only were untenanted: these forty-seven inhabited houses, at six to a house, would be about 290 people. In 1801 the number of houses had increased to 860; and in 1811 to 1,398. The house and window tax was assessed together in 1731, and only amounted to £6. 15s.: in 1811 there were 1,400 inhabited houses, three unoccupied, and three building. In 1815, 1816, ending April, 1817, the window tax and house tax, with the other *assessed taxes*, upon an average of two years, were £1,865.—*Gregson's Fragments*.

 Survey of the Environs.

Proceeding on the side of the hill, in a northerly direction, we pass Vernon-hall, distinguished by its surrounding trees; a place of more estimation formerly than at present, but which has some interest remaining, as an ancient building bearing the marks of obsolete respectability, and the only ancient object in the midst of many modern erections.

Crossing the London-road, we come to Low-hill, where there is nothing remarkable to detain the attention. It may, however, be noticed, that the traveller, in approaching Liverpool in this direction, first obtains a view of the town from this eminence, which, after a long space of level ground has been travelled, breaks suddenly upon the sight, and presents itself to considerable advantage, embosomed in an extensive vale, which sweeps from the southeast to the north, and is accompanied with a pleasing variety of land and marine scenery.

The road from Low-hill to Everton* is pleasant and

* The manor of Everton, in the parish of Walton, is situated on a high ridge of land, running from north to south about one mile and a half, abutting on the eastern boundary of the great commercial seaport of Liverpool, from which boundary, to its eastern limits, is one mile one furlong. At the survey it was one of the six hamlets belonging to the regal manor of Derby, held by king Edward the Confessor: the tenants of which, at this day, owe suit and service at the halmote court, held at West Derby by the lord of that manor. By the charter-roll, 36 Henry III, we find William de Ferrars, earl of Derby, obtained liberty of free warren over this manor. He was succeeded by his son Robert de Ferrars, who taking part with Simon de Montfort, earl of Leicester, in rebellion against king Henry III, he was attainted, and his possessions forfeited to the crown. King Henry afterward bestowed them on his son Edmund Crouchback,

 Survey of the Environs.

rural. The latter is situate northwards, at about half a mile distant from the former, and, upon the

with the titles of earl of Lancaster, Derby, &c. In the inquisition post mortem taken on his demise, 25 Edward I, this manor occurs "Everton 24 bovata. ter." 33 Edward III, his grandson Henry, the first duke of Lancaster, gave the "villam de Everton, cum Taber, &c. p'tinen." to his servant John Barret and his heirs; in failure of issue to return to the said earl or his successors. The above grant was confirmed by king Edward III, in the 33d year of his reign, as appears by the *Calendarium Rotulorum Patentium*, p. 170. Blanch, one of the daughters and co-heirs of the above duke Henry, brought the whole of the possessions in this county in marriage to John of Gaunt, who, in 1362, obtained a confirmation of them, with the title of duke of Lancaster. His only surviving son, Henry of Bolingbroke, succeeded him in his title and estates, and afterwards usurped the throne by the title of Henry IV, on which event he vested the whole of the vast possessions belonging to the duchy in the crown, under which this manor remained till the time of king Charles I, who sold it, and several of the surrounding manors, to Edward Dichfield, John Highland, Humphrey Clark, and Francis Mosse, citizens of London, in the year 1629; they afterwards resold it to James Lord Stanley and Strange, his heirs and successors, in 1630. The oldest remnant of antiquity connected with this township was an ancient beacon, an engraving of which may be found in Mr. Gregson's "Fragments of Lancashire," p. 157. This beacon was, probably, erected in the reign of Henry III. It consisted of a square tower of three stories, the lower of which was appropriated to the uses of a kitchen; the upper rooms were large, and well adapted for the reception of a small garrison. On one of the angles of the building a stone receptacle rose above the roof, wherein were placed combustible materials, prepared to light in case of alarm or invasion, for which its situation was well chosen, communicating N.E. with those at Rivington, Pike, and Ashurst. When the clergy of Liverpool were driven thence in times of the civil war, they solemnized several marriages within its walls. During the siege of that town, it was occupied by prince Rupert as an important post; his head-quarters were fixed in the village, at a cottage still in existence. Among its walls several small shots have been found, some of which are in the possession of M. Gregson, esq., of Liverpool. The beacon was blown down by a storm, in 1803, in consequence of the walls having been undermined for materials. Its site is occupied by a church, dedicated to St. George, and consecrated in 1814.—*Gentleman's Magazine*, vol. xciii. p. 204.

spot, fully answers the expectation which its distant appearance excites. As a village, it can boast of a higher antiquity than Liverpool itself, but its present respectability is but of a very recent date. A favourite resort of opulence, it has now an assemblage of elegant villas, many of which are on a very extensive scale, and connect, with architectural taste, beauty of situation, a commanding prospect, and the decorations of rural scenery.

Turning on the left down the hill, and winding round the coffee-house on the right,* two roads present themselves, both of which run along the declivity of the hill parallel to each other. The upper one is the most eligible, though at first the most unpromising. After riding a few paces, the view opens in a most beautiful and striking manner. Immediately on the left, the town of Liverpool is displayed nearly in its full extent: on the right is a range of elegant houses, with shrubberies and gardens disposed in excellent order and good taste; and in front a most extensive view of the estuary of the Mersey, the sea, the extremity of the Wirral peninsula, and a partial view of the northern coast of Lancashire. In clear weather, the distant mountain of Blackcomb, in Cumberland, and Snowden and the island of Anglesea, in Wales, may be distinctly seen.

Quitting Everton, a winding in the road deprives

* The white cottage on the left, as we approach the coffee-house, is that in which prince Rupert established his head-quarters, when he besieged Liverpool in 1644.

us for a time of this pleasing scene, but it opens again with additional grandeur, especially at high-water, at the termination of the ridge of the hill, near a large and beautiful house, which has the appellation of St. Domingo. This house is built upon an estate which was purchased with the proceeds of a French prize-ship from St. Domingo, and from this circumstance derived its name.

On the left is a handsome church, in the Gothic style of architecture, dedicated to St. George: the outside is of stone; and the principal part of the work in the inside, the window-frames, pillars, arches, groins, roof, &c. are of cast-iron, executed in a light and highly ornamental manner. In the chancel is a large and splendid window of stained glass.

The best view is obtained by ascending the tower of the church, which, in addition to the town, the Cheshire shore, the estuary of the Mersey, and the distant mountains of Wales, commands a beautiful prospect of the northern part of Lancashire, terminated by the mountains of Cumberland. Near the church is an elegant hotel, with good accommodations for visitors during the summer season.

Proceeding in the same line, at the foot of the hill, a little to the right, is the village of Kirkdale,* one

* Kirkdale is a township on the south of Bootle, of which manor also it is a member. The village itself is populous, and pleasantly seated on the declivity of a hill. It followed the fortune of Bootle at the conquest, and with it became afterwards part of the estate of the family of More, or De la More, who, about the year 1280, established themselves here, and built a seat

mile from Liverpool. It is populous, has some good houses, and is the principal market for live cattle near the town.

The County House of Correction is a prominent object in this quarter. It is built in a circular form, with two large wings, and contains upwards of 400 well-ventilated cells, which are calculated to accommodate about 500 prisoners. The situation is well chosen, is exempt from smoke, has a free circulation of air, and is within a quarter of a mile of the river. It was built under the direction of Mr. Wright, of Manchester, architect. The governor's house is on the north; and a handsome sessions-house, built of

near Liverpool, called More-hall, and from thence they were denominated Mores of More-hall; soon after which probably they also built Bank-hall for a country or summer residence, situated in Kirkdale, near the sea. It was a curious model of the ancient architecture, such as prevailed about 500 years ago, and doubtless in those days was esteemed a very grand structure. The front of it was moated with water, over which was a passage by a bridge between two obelisks to the gateway, whereon was a tower, on which were many shields of arms carved in stone; of which the most remarkable was that within the court, over the gate, being undoubtedly the achievement of the founder, viz.—1st. Ten trefoils, 4, 3, 2, 1. 2d. Three greyhounds current, in pale. 3d. A buck's head, cabosh'd, in front. 4th. A griffon rampant. Crest, a more cock volant. Date 1288: The great hall was a curious piece of antiquity, much ornamented with carvings, busts, and shields. It had no ceiling, but was open quite up to the roof, with various projections of the carved parts whereon trophies of war and military habiliments were formerly suspended. On a wall, between the court and garden, was a grand arrangement of all the armorial acquisitions of the family. The shields were carved on circular stones, elevated and placed at equal distances, like an embattlement. But this venerable pile has lately been demolished, and will probably soon be forgotten.—*Gregson's Fragments.*

stone, in the Ionic order, fronts the south. The sessions-room is 70 feet by 42. One object in erecting this building was to save a considerable expense in the transport of prisoners from Liverpool to the House of Correction at Preston, whither, after conviction, most of them were sent for confinement. In the construction of the building, particular care has been taken to make it not only a place of confinement, but a penitentiary, or place of reform. The classification of the prisoners is here effected with great facility and advantage, and employment provided for the unfortunate inmates, suitable to their sex and circumstances. The workshops, schools, &c. are situate betwixt the building and the exterior walls. The area is divided, by partition walls, into a number of compartments, into which the prisoners go for their day's exercise or labour, under the inspection of officers, who are stationed for the purpose in two circular lodges, which command a view of the whole yard.

Taking a direction to the river side, which, on inquiry, will be readily pointed out, we arrive at the north shore. The ride along the beach is, in the summer, remarkably pleasant and much frequented. The sands are hard and smooth, and the wind, especially if westerly, cool and refreshing. At the distance of three miles from the town, a road turns off inland, at Bootle-mills, where are two good houses, provided with accommodations for persons who resort thither for the benefit of sea-bathing; and about

a mile and a half further north, very good accommodations will be found at the Waterloo hotel and cottages.

Returning to the town, few objects present themselves to notice which have any thing of novelty, except about the time of high-water, when, in the months of July, August, and the early part of September, as we approach the town, the beach is covered with an immense number of bathers, of both sexes, employing a number of caravans to conduct them into the water, and exhibiting a scene, if not remarkable for its delicacy, yet sufficiently marked with cheerfulness and simplicity.

Passing along the lofty wall of the Prince's-dock, we are brought again to the Old Church-yard, where Chapel-street, on the left, will conduct the stranger into the centre of the town.

AQUATIC EXCURSION.

SHOULD the stranger, after having completed the tour of the town and environs, be inclined to take an excursion by water, we must direct him again to the Parade-slip as the most convenient place of embarkation. Here the boats which ply on the river are met with; but if it be intended to visit the higher ferries, the steam and sail packets will be the most eligible conveyances. The ferries on the Cheshire shore are (enumerating from south to north) Runcorn, Westpoint, Ince, Ellesmere canal-house, Eastham, New Ferry, Rock-house, Tranmere, Birkenhead, Woodside, Seacombe, and the Magazines. To the five former packets sail every day, at stated times and fares; to Birkenhead, Tranmere, Woodside, and Seacombe steam and ferry boats are constantly crossing; and ferry-boats are frequently passing and repassing the river, to and from the New Ferry and Rock-house.

Eastham ferry is about eight miles up the river. To this place a steam-boat sails thrice a day with passengers to and from Chester, who are forwarded by a coach. A person going up in this boat will secure a pleasant and safe voyage, and, as the boat returns

in about three-quarters of an hour from the time of its arrival, he may return by it without much loss of time. Or, if a longer stay on the opposite side be wished, he may return with the boat in the evening, or take a pleasant walk of three miles to the next ferry, where boats are generally in waiting. The village of Eastham is a mile distant from the landing place, and is only remarkable for its vicar being entitled to all the fish caught in the river Mersey on Fridays and Sundays. Inigo Jones is reported to have been the architect of the church. The ferry-house is an inn, where the accommodations are good and the people attentive. It stands close to the edge of the river, and commands an interesting prospect. The river is here very broad, and forms a fine bay sweeping along the Cheshire shore by Ince, Frodsham, and the mouth of the river Weaver. On the edge of this bay stands Hooton-hall, a fine mansion, the seat of the oldest branch of the Stanley family. The Ellesmere canal joins the Mersey about one mile above Hooton-hall. Still higher up is the village of Ince; whence the river curves to the eastward, and leads up to Runcorn, a village which has emerged from obscurity since the completion of the duke of Bridgewater's canal, which here fall into the Mersey, through a grand series of locks. Runcorn is also a place of resort for sea-bathing, and, in the summer season, has numerous visitors, especially from Manchester and its neighbourhood. It is a very pleasant village, but cannot be seen from this situation, being

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obscured by the turn in the river, which places it behind a projecting point of land on the Lancashire side; but over this point, in the distance, is seen a ruin upon a hill, which is Halton castle, distant one mile from Runcorn. Part of the site of the ruins of the ancient castle is now occupied by an inn, and commands an extensive and interesting prospect of several of the neighbouring counties.

Behind the Eastham ferry-house is a wood, which, in the summer, affords a pleasant and shady walk. In different parts of this wood the river and opposite shore break through openings between the trees with a very pleasing effect, and the north end affords a good prospect of the lower part of Liverpool, and the shipping in the docks and river.

The next ferries, to the northward, are the New-ferry, Rock-house, and Tranmere. All these are comfortable inns, and delightfully situated. As they approach nearer the town than the former, a greater portion of the buildings, and almost the whole line of the docks, are seen from these stations. Behind the Tranmere ferry-house, the rising ground is studded with houses, composing a village called Holt-hill, an elevated and improving situation.

Birkenhead-hotel is a short distance to the northward of Tranmere. It stands on elevated ground in front of the river, in a most salubrious and airy situation, and commands one of the most beautiful and picturesque prospects on the Mersey. It is a new erection, and, without exception, the most com-

 Aquatic Excursion.

plete and commodious inn on the banks of the river. It contains several private sitting-rooms, with bedrooms attached; and has private hot and cold, salt and fresh water, as well as shower baths. Immediately in front of the house, and almost level with the river, grotts or alcoves are formed, where visitors may sit in the shade, and enjoy the delightful scenery around them. On the north side is a spacious grass-plot, surrounded with numerous alcoves, commanding a beautiful view of the river and town. To this house a commodious quay and basin are attached; so that passengers, carriages, and cattle can embark or land, at any time of the tide, close to the hotel.

The land around the hotel is laid out for streets, and several elegant houses are already erected in the vicinity of the hotel. An elegant church, in the Gothic style of architecture, has been erected here by F. R. Price, esq., lord of the manor, the foundation-stone of which was laid in July, 1819, by lord Kenyon.

Adjoining to the church is Birkenhead priory, some interesting remains of which are now standing. It was founded by Hamo de Massey, third baron of Dunham Massey, in the reign of Henry the second, for sixteen monks of the Benedictine order. At the dissolution, its revenues, valued at £90. 13s. per annum, were granted to Ralph Worsley. It appears, by its remains, to have been of considerable extent.

The prior claimed the right of ferrying passengers from Birkenhead to Liverpool, and of building

 Aquatic Excursion.

houses for their accommodation, and making suitable charges for provision.* The charges of the ferry will be deemed curious: 2d. for a horseman, and a farthing for one on foot; but on Saturdays, the Liverpool market-day, a halfpenny, and for a man and what he could carry, a penny. This charge was objected to as exorbitant; and an action was commenced against the prior by William Braas, 27 Edward III.

In the year 1818 an ancient grave-stone, with the subjoined inscription around the margin, was dug up within the ruins. Three skeletons, in a very perfect state, were found buried underneath the stone: the teeth, in particular, were in high preservation. The stone is now inserted in the wall, at the entrance to the chapel. It resembles red granite, and has been much dilapidated by time. The letters and words included in brackets are effaced. The characters are of that sort usually denominated *church text*. This Thomas Rayneford is mentioned in Ormerod's Cheshire, as having been inducted into the priory in 1460: so that he held it only thirteen years.

* In the time of Edward I, the people were much distressed, in passing from the city of Chester to Liverpool, by the way of *Birkenhead Priory*, for want of a house of refreshment; and the priory being in consequence burthened with charges beyond its resources, Edward I, by his letters patent dated 20th February, 1282, empowered the said priors to build *houses* upon their land sufficient to relieve all travellers, and to hold the houses so built to them and their successors for ever. King Edward II, 1310, ratified this grant, and bestowed the right of passage over this arm of the sea, upon the said priory.—*Graysse's Fragments*.

Hic iacet Thomas Raynesford, qu[ond] am bono
 vicar: hui, [p]o[rat]o, qui obiit h, [die] maii,
 anno domini M,CCC,LXXIII. cui^o anime
 ppiciet: De^o.

The probable translation of the above is :

“Here lieth Thomas Raynesford, formerly the good vicar of this house, who died the 20th of May, in the year of our Lord M,CCC,LXXIII, on whose soul God have mercy.”

On the right of the priory stands a genteel house, which was garrisoned by king Charles during the civil wars, and taken by the parliament in 1644. It is delightfully situate on a rising fertile spot of ground, and the whole forms a very pleasing object from the river and opposite shore. The house, surrounded by a thriving plantation, the ruins of the priory, decorated with the faithful ivy, the new church and hotel, the fine white stone houses, and the peculiarly fertile appearance of the grounds, studded with lofty trees, mark out a spot on the line of the shore on which the eye rests with pleasure.

The prospects from the grounds in the neighbourhood are peculiarly pleasing. In looking southward up the river, by the gradual enlargement of the water in breadth to half the extent of the view, and its apparent subsequent contraction by the easterly bend of the river towards Runcorn, where it is lost behind the projecting point on the left bank, the Mersey

seems deprived of its character as a river, and assumes the appearance of an extensive inland lake. The view is bounded on the south by the elevated country in the neighbourhood of Frodsham, the Helsby hills, which bound the far-famed forest of Delamere, and a lofty insulated rock, called Beeston-rock, on the crest of which are the stately remains of the celebrated Beeston castle. The height of this rock is 366 feet, and is, on one side, so perpendicular as to be wholly inaccessible. Liverpool is also seen to great advantage.

Woodside is opposite to the town, and is the most ancient of all the ferries. The accommodations at the house are good, and, by being opposite to the town, the passage across the river is shorter, and may be made at all times without that difficulty which, in some states of the wind and tide, is felt in reaching the others, with sail or row boats, and it is, in consequence, much frequented. But, as steam-boats now ply to this and to the other principal ferries, a passage over may be made at any time of the tide or state of the wind.

About three miles beyond Woodside, on the summit of Bidston-hill, stand the Lighthouse and signal poles. The judicious construction of the Lighthouse, and its enormous glass reflector, are objects of curiosity to the stranger. The prospect of the sea from the summit is also very extensive. From this hill an extensive plain spreads itself to the seaside; and upon the level, which had formerly the name of Wallazey

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Lezer, races were run for many years; they are now run at Newmarket, though still called the Wallazey stakes. The village of Wallazey stands in the northern corner of Cheshire. A creek, which has the name of Wallazey pool, runs westward a considerable way inland from the river Mersey. Wallazey, certainly at one time a place of more consideration than at present, has been a kind of rival to Liverpool; for in the year 1565, when the vessels belonging to Liverpool were enumerated at ten barks and seventy-five men, Wallazey had three barks navigated by fourteen men. Westward of Wallazey, along the seashore, is Hoylake, which is bounded by the projecting land of the Wirral peninsula and the coast of the small island of Hilbree. This island having become a cell to the abbey of St. Werburgh, in Chester, it was included within the parish of their church of St. Oswald, to which it still continues attached, although it is twenty miles distant from any other portion of the parish. Like the Holy Islands of Lindisfarn, it was the object of superstitious pilgrimage; and, like those islands, alternately joined or separated from the contiguous mainland by the variation of the tide. On the shore of Hoylake an hotel of great respectability was erected a few years ago, by sir J. T. Stanley, bart., of Alderley. In the summer season it is much frequented by bathers. To this hotel it is also common to make sailing parties of pleasure from Liverpool. The distance by water is about twelve miles, and steam-boats convey visitors to it twice every day.

Aquatic Excursion.

Seacombe and the Magazines are the remaining ferries lower down. They have nothing remarkable, except that the latter takes its name from the adjoining magazines of gunpowder, from which the shipping are supplied when they go to sea, and where they deposit their remaining stock upon their return

THE
Annals of Liverpool.

	A. D.
The origin of the town is ascribed to the building of a castle, by Roger of Poitiers, on the site of St. George's church, about.....	1076
The town first assumes its name.—Not mentioned in Domesday Book: Everton, &c. are mentioned	1089
King Henry I grants the first charter	1129
The conquest of Ireland, which, by opening an intercourse between the two countries, laid the foundation of the commerce of Liverpool, took place in	1172
King Henry II grants a charter to the town	1173
Birkenhead Priory, founded by Haman Massie, third baron of Dunham; its revenues, at the dissolution of the monasteries, amounted to £90. 13s. per annum	1190
King John grants a charter to the town: original existing...	1203
King Henry III confirms the town and corporation a free borough for ever, for a fine of ten marks.....	1211
King Henry III grants a charter, which directs, that there shall be a guild; but that no person, unless of that guild, should make merchandise, without the consent of the burgesses	1216
The Old-hall, in Old-hall-street, inhabited by Sir John de la More, Knight.....	1235
William de Ferrers, Earl of Derby, obtains a charter for a free warren over Liverpool, West Derby, &c.	1252
Woodside-ferry, opposite to Liverpool, first established, then worth 40s. a year; prior to which time the monks of Birkenhead Priory were at the trouble of ferrying passengers across the river Mersey	1263
Edmund, earl of Lancaster, brother to Edward I, held Liverpool manor	1296
King Henry IV grants a charter to the town	1309
Sir William de la More (of Bank-hall) made knight and baronet, by Edward, the black prince, at the battle of Poitiers	1325
Charter of Edward III granted	1326
King Edward III, in his expedition against France, requires Liverpool to furnish him with one small vessel or bark, to be manned by six mariners	1338

Edward III.—The park, in Toxteth, contained, in circuit, five miles, let at £17 per annum to the Molyneux	1347
Tower in Water-street, time of its erection unknown, perhaps about	1351
The old chapel of St. Nicholas, time of its erection not ascertained, but certainly previous to	1360
The site of the Tower, (old Gaol,) with several other bur- gess houses and lands, the property of sir Thos. Lathom, of Lathom	1360
King Richard II grants a charter to the town.....	1390
Thomas de la More (of Bank-hall) twelve-times mayor of Liverpool.....	1398
Charter of Henry IV granted	1399
King Henry IV grants sir John Stanley liberty to fortify his stone tower	1404
Sir Richard Molyneux constable of the castle of Liverpool. It had four towers and battlements, a large hall, chambers, brewhouse, bakehouse, and competent well, besides an extensive area and ditch, 16 yards wide and 12 yards deep. North side 80½, south side 81½, west side 72½, east side 72½ yards; had a square inside of 49 yards	1420
Sir Richard Molyneux and sir Thomas Stanley, with near 2,000 men each, prevented from fighting a battle in the neighbourhood, by a writ from Henry VI, dated July 16	1424
The shipping belonging to the town 12 vessels, 177 tons, 75 men	1540
A plague, which nearly depopulated the town	1548
Charter of Philip and Mary granted	1553
The earliest record of the corporation extant	1555
Twelve vessels, 223 tons, belonging to the town	1555
The old haven destroyed by a storm	1560
Robert Corbett, mayor, the year after the great winds and storms, agreed to lay the foundation of a new haven, the old one being destroyed, and to turn the fresh water out of the old pool into the new haven.....	1561
The number of householders 138 in	1565
The number of vessels belonging to the port, 10 barks, making in all 223 tons, navigated by 75 men, in	1565
Seven streets only in the town inhabited, with 138 cottages, namely, Chapel-street, Water-street, Moor-street, James- street, Dale-street, and High-street	1565
The first common council held, Edward Halsall, mayor ...	1570
The inhabitants petition Queen Elizabeth to remit the sub- sidy imposed upon them, being unable to pay it	1571
First common council elected in common-hall, 14th Jan....	1579
Ordered, that "If any person speak evil of the mayor, he shall lose his freedom"	1617
Twenty-four vessels, 362 tons, belonging to the town.....	1618
Jeremiah Horrox, astronomer, born (died 1640)	1619
King Charles I grants a charter to the town, and the town of Liverpool made a body corporate and politic, by the name of mayor, bailiffs, and burgesses, July 4	1626
The election of mayor, &c. then fixed to be held annually on St. Luke's-day, for ever	1626

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A play-house in a court at the bottom of James-street.....	1640
Ordered, "That non-freemen shall not be permitted to exercise any trade in the borough."—N.B. This by-law was confirmed by the charter of George II.....	1641
The town besieged by prince Rupert, nephew to Charles I, and taken by storm on the 26th June, after a very vigorous defence. The siege lasted twenty-four days	1644
The town again held for the parliament, lieutenant John Ashurst, governor.....	1645
Fifteen vessels belonging to the town, from 15 to 35 tons each	1650
A plague; 200 persons died, and were buried in sick man's lane, the present Addison-street	1651
Pool-lane called Liverpool-lane, leading to Park-lane	1658
An act of parliament passed for demolishing the castle	1659
Ordered, "That no more boats be built in Frog-lane" (Whitechapel)	1663
Ordered, "That the town be divided into five divisions or wards, to be named St. Nicholas, St. George, St. Peter, St. Thomas, and St. John"	1667
The water in Mosslake-fields (near the Botanic Garden) preserved by flood-gates, to cleanse the old pool; its course, down Pembroke-place, across London-road, to the north end of Byrom-street, along Whitechapel	1667
"We landed at Liverpool, and went to the mayor's house, it being an inn."—Vide George Fox, Quakers' Journal, folio, 332.....	1669
The Town-hall built, with an exchange underneath for the use of the merchants	1674
Charter of Charles II granted	1678
A ferry-boat used for passengers at the bottom of Lord-street and Sir Thomas's-buildings, and a bridge at the bottom of Pool-lane	1680
Charter of James II.....	1685
King William III, attended by prince George of Denmark, the duke of Ormond, the earls of Oxford, Portland, Scarborough, Manchester, &c., left London on the 4th June; visited Liverpool on the 11th; embarked his army then encamped on Wallasea Leasowes, and on the 14th arrived at Carrickfergus, in Ireland, previous to the battle of the Boyne	1690
Charter of William and Mary	1695
About this time, the Mores, of Bank-hall, sold all their property in Liverpool and thirteen other adjoining townships.....	1698
Made a distinct parish from Walton	1699
The population stated at 5,000 persons.....	1699
Old-dock made; the ship Mulberry the first vessel that entered, on the 8th of June	1699
The two rectors to the parish first appointed. The rev. Robert Stythe, appointed first rector, died in 1715. The rev. William Atherton, appointed rector, died 1708. Previous to this time, Liverpool was dependant upon Walton	1700

The corporation sword presented: inscription, "This sword of state, carried before his excellency sir Wm. Norris, of Speke, in his embassy to the Great Mogul, given as a memorial of respect to this corporation, Anno Domini 1702, John Cockshutt, mayor."	1702
The castle granted to the town.....	1704
St. Peter's church finished and consecrated.....	1704
Blue Coat school established, rev. Robert Stythe the first treasurer	1708
Liverpool possessed 84 ships, making 5,789 tons	1709
The first ship from Liverpool to Africa sailed in	1709
Act for building St. George's church	1715
Several rebels executed at Gallows-mill, now London-road	1715
Ships belonging to port increased to 113, making 8,326 tons	1716
Act for making the rivers Mersey and Irwell navigable to Manchester	1720
Inhabitants computed at 10,446	1720
Act for rendering the river Weaver navigable to Northwich and Winsford	1720
A remarkably high tide: the Tabitha Priscilla, J. Birch, from Norway, sailed over the pier into the middle of the Old-dock, where she was brought up by anchor	1721
Ships belonging to the port increased to 131	1723
Amount of dock duties £810. 11s. 8d.	1724
Six new bells placed in the steeple of St. Nicholas's church	1725
Inhabitants computed at 12,000	1730
Only one carriage in the town: no stagecoach came nearer the town than Warrington	1730
Three hundred sail of vessels entered the port this year ...	1750
Fifteen vessels sailed to Africa.....	1750
St. George's church consecrated	1754
Thirty-three vessels sailed to Africa	1757
An act obtained for the formation of a second dock (Salt-house-dock).....	1758
A regiment of infantry raised by the inhabitants in support of government during the rebellion	1745
A spire placed on the tower of St. Nicholas's church	1747
The first stone of the Exchange laid, at the southeast corner: inscription, "Joseph Clegg, esq., mayor; James Crosbie and Richard Cribb, gents., bailiffs; Owen Brereton, esq., recorder; and John Wood, architect.".....	1748
Infirmary opened.....	1749
St. Thomas's church consecrated	1750
Ships belonging to port increased to 220, making 19,176 tons	1751
Fifty-three vessels sailed to Africa, 5,334 tons	1751
Seamen's Hospital completed	1752
King George II grants a charter to the town	1752
Salthouse-dock opened	1753
Town-hall, first stone laid in 1748, opened	1754
The chapel in the old tower, bottom of Water-street, used as the general assembly-room	1755
R. Williamson's first newspaper published 25th May, contained thirty advertisements	1756
Sixty vessels sailed to Africa, 5,147 tons	1756

The post for the first time from Liverpool through Orme- kirk to Preston 23d September	1757
A dreadful hurricane, 15th March; 42 yards of St. Thomas's church spire and several windmills blown down, and five vessels sunk in the river.....	1757
Fifty-eight vessels sailed to Africa, 5,229 tons	1758
Old Theatre, in Drury-lane, opened	1759
Inhabitants computed at 25,787 in	1760
Four inns only in the town, the Golden Lion and Fleece, Dale-street; Millstone, Castle-street; and Talbot, Water- street	1760
A stagecoach from London once a week, being four days on the road	1760
Seventy-four vessels sailed from this port to Africa, from Bristol 32; 141 ditto to America, from Bristol 105. Liverpool had inwards 766 ships, outwards 823; Bristol had inwards 332 ships, outwards 343.....	1764
John Gore's first newspaper published December 27; 15 advertisements	1764
First stone of George's-dock laid 1st April	1767
The first stagecoach to Prescot, fare inside 1s. 6d., out- side 6d.	1767
Ninety-six vessels sailed to Africa, 9,825 tons	1769
St. Paul's church consecrated	1769
St. Anne's church consecrated	1770
In the mayoralty of Thomas Johnson, a severe winter and great scarcity. The mayor set the poor people in the town to work, and raised what is now called St. James's- walk; it was first called Mount Zion.....	1770
George's-dock completed	1771
One hundred and six vessels sailed to Africa, 10,929 tons ...	1771
Bidston Lighthouse built	1771
Theatre-royal, in Williamson-square, opened	1772
Population 34,407.....	1773
Duke of Bridgewater's canal opened	1773
Two hundred and thirty squares, streets, alleys, &c., in the town	1773
The streets in the town named, and the houses numbered for the first time, by an order of vestry	1773
St. James's church built	1774
St. Nicholas's church altered by a faculty	1774
St. James's church opened for divine service on 4th June...	1775
Alarming riots of the sailors, which continued for several days: many lives were lost	1775
The royal regiment of Liverpool Blues began to be raised 4th January; received their colours 25th May; marched out of the town, 1,100 strong, 17th June.....	1778
Dispensary built	1778
A volunteer corps of 100 men, commanded by captain Slater, agreed to be raised; completed 26th November...	1782
The royal Liverpool Blues (84 in number, out of 1,100) returned from Jamaica 9th February, and deposited their colours in the Exchange.....	1784

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Sunday schools first established in this town	1784
Amount of Liverpool custom-house duties, £648,684. 2s. 2½d.; Bristol, £334,909. 19s. 3¼d. Balance in favour of Liverpool, £305,774. 2s. 11d.	1784
St. John's church built	1784
Act obtained for the construction of King's and Queen's dock	1785
Mail-coach to London first established 25th July	1785
Improvements in Castle-street begun.....	1786
Ninety-two vessels sailed to Africa.....	1786
Four hundred and sixty-five vessels belonging to the port, 49,541 tons	1786
Patrick Burns and Sylvester Dowling executed 31st May, at the bottom of Water-street, for robbing the house of Mrs. Graham, at Rose-hill. This is the only execution that has taken place here since 1715	1788
The King's-dock opened	1788
Lunatic Asylum established	1789
The poor people in Whitechapel so distressed by rains, that the vacant wards in the Infirmary were fitted up for their reception	1789
School for the Blind instituted.....	1791
A common hall in the Exchange, 14th January	1791
Trinity church built	1792
Ships belonging to port increased to 584, making 92,098 tons	1793
The ship Pelican, privateer, while exercising in the river, previous to going to sea, upset opposite to Seacombe, and, it is supposed, near seventy persons perished, March 20... ..	1793
Interior of the Town-hall destroyed by fire.....	1795
The Queen's-dock opened, cost £35,000	1795
The Ladies' Charity established	1796
New Town-hall opened in June	1797
Christ church built	1797
One troop of cavalry and eight companies of infantry raised	1797
The royal Liverpool regiment of volunteers, commanded by Pudsey Dawson, esq., mustered, in Mosslake-fields, 1,200 strong.....	1798
Athenæum built	1798
Botanic Garden planted	1800
Union Newsroom built	1800
Number of ships entered the port 4,647, making 450,000 tons: sum total of dock duties, £23,379. 13s. 6d.....	1800
Population 77,653 in	1801
The Goree warehouses burned down.....	1802
Lyceum opened.....	1802
John Bolton, esq., raised and clothed, at his own expense, ten companies of volunteers, (600 men,) June 2d	1803
Theatre-royal, in Williamson-square, opened, after being re-built, with "Speed the Plough," June 6	1803
The inhabitants of the town agreed to raise two regiments of infantry, one commanded by lieut.-colonel Williams; the other by lieutenant-colonel Earle. A rifle corps, by H. Gaskell, esq. Six hundred artillerymen, by major	

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Brancker. Custom-house corps, by Edmund Rigby, esq. The corporation subscribed £2,000, and the trustees of the docks £1,000	1803
Olympic Circus opened	1805
First stone of the New Exchange-buildings laid	1805
St. Mark's church built	1805
Colonel Bolton's regiment disbanded August 28	1806
Prince of Wales and the duke of Clarence visit Liverpool ...	1806
First stone of the Corn Exchange laid	1807
Corn Exchange opened August 1.....	1808
Grand national jubilee celebrated, and the first stone of the pedestal of an equestrian statue of his late majesty George the Third laid in Great George-square, October 25th.....	1809
The spire of St. Nicholas's church fell down into the body of the church, whereby 24 children were killed, Feb. 11th	1810
Number of ships which entered the port 6,729, making 734,391 tons: sum total of dock duties, £65,782. 1s.	1810
First stone of St. Luke's church laid April 9.....	1811
The new prison occupied as a borough gaol July 3d	1811
The construction of two new docks commenced August ...	1811
Number of ships which entered the port 4,599: sum total of dock duties, £45,691. 17s. 6d.....	1811
Population 94,376, exclusive of inhabitants residing at Bootle, Kirkdale, Everton, Toxteth-park, &c., and inde- pendent of upwards of 7,000 seamen, in.....	1812
Nelson's monument finished.....	1813
Tower of St. Nicholas's church finished	1814
Number of ships which entered the port 5,706: sum total of dock duties, £59,741. 2s. 4d.	1814
First ship, the Kingsmill, Cassels, belonging to Messrs. Gladstone and Grant, sailed from Liverpool to the East Indies May 22	1814
Liverpool Royal Institution established	1814
Number of ships which entered the port 6,440: sum total of dock duties, £76,915. 8s. 8d.	1815
Steam-boats introduced on the river	1815
The imports in this year amounted to £8,000,000—the exports to £12,000,000—value of the shipping employed, £7,000,000	1815
St. Andrew's church built	1816
First stone of the Prince's-dock laid	1816
Wellington-rooms built	1816
St. Philip's church built	1816
Floating-bath established	1816
First stone of St. Michael's church, Kent-street, laid June 24	1816
St. Philip's church opened for divine service November 3...	1816
The Liverpool Royal Institution opened.....	1817
Number of vessels which entered the port, foreign 3,741, coasters 2,567; tonnage 692,716. From the 1st January to the 31st March, 1,157 vessels, foreign 593, coasters 564; tonnage 133,468.....	1817
The foundation-stone of the Church for the Blind laid October 6.....	1818

Number of vessels which entered the port 3,817, including 34 from the East Indies, making in all 458,040 tons, exclusive of 2,400 coasters.....	1818
The Church for the Blind opened October 6	1819
Number of vessels which entered the port 3,588, including 38 from India, and exclusive of 2,921 coasters.....	1819
King George IV formally proclaimed on the 4th February, in front of the Town-hall, by the mayor, bailiffs, and principal officers of the corporation. On the 19th, his majesty's accession was celebrated in the most splendid manner, by an immense procession of the inhabitants ...	1820
Nearly 14,000 bags of cotton offered for sale in Liverpool, exceeding in quantity that which has been offered on any other day since the rise of the port, September 15	1820
The magnificent ball-room of the Town-hall, in Liverpool, opened with a splendid ball and supper, given by the mayor, sir John Tobin, knight. Near 1,100 cards of invitation were issued, October 11	1820
Public meeting in the Town-hall, Liverpool, convened by the mayor, for the purpose of considering the propriety of voting an address to the king, expressive of their sentiments and feelings upon the exigences of the times, prematurely dissolved by the mayor, in consequence of the tumult that prevailed, December 27	1820
Seven thousand, two hundred, and seventy-six vessels entered the port, 805,053 tons	1820
The Gaxton printing-office burnt, and property to the amount of £56,000 consumed, January 31.....	1821
His majesty, king George the fourth's coronation celebrated with great pomp and splendour by the inhabitants, on which occasion the Prince's-dock was opened, all the trades being arranged on its quays, July 19.....	1821
The foundation-stone of the New Infirmary laid by Lord Stanley, July	1821
The East Moira packet, hence for Dublin, lost on Burbo bank, and between fifty and sixty persons drowned, August 7	1821
A dreadful hurricane, during which two persons (Mr. and Mrs. Barton) were killed by the falling of a chimney on the bed in which they lay, November 30.....	1821
Population of the town 118,972, exclusive of the population of the suburbs, and the seamen belonging to the port.....	1821
Eight thousand, one hundred, and thirty-six vessels entered the port: tonnage, 892,902: dock-duties, £102,403. 17s. 4d.	1822
Ten thousand pounds raised towards relieving the distresses in Ireland.....	1822
A superb piece of plate, valued one thousand guineas, presented to the right honourable George Canning by his friends and constituents, on his expected departure for India	1822
Grand public dinner given to Mr. Canning, in the Lyceum, previous to his departure to assume the governor-generalship of India, August 30	1822

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- The equestrian statue of king George III erected in London-road, September 30..... 1822
- A dreadful hurricane visited the town on the night of the 5th of December. Four persons were killed in the town by the falling of chimneys; nine perished by the sinking of the Ellesmere steam-packet in the river; and four by the sinking of a boat. The damage done to the buildings in the town was very great; and nine ships were driven on shore in Bootle bay 1822





APPENDIX.

APPENDIX.

THE subjoined extracts are taken from an ancient manuscript, bearing the date of 1667, now in the possession of a gentleman of this town. It was written by sir Edward Moore, as a kind of rental of his property in Liverpool, accompanied with advice and instruction to his son, and interspersed with curious notices of the state of the town at the period when it was written, as well as with sketches of the character of some of his contemporaries.

The family of Moore, or de la More, are supposed to have settled here shortly after the Norman conquest, and are noticed in Blome's description of Liverpool in 1673, which is inserted in page 22 of this work. Bank-hall, of which the reader will find a short notice in a note to page 257, was built by them, for a country or summer residence.

Of this family Mr. Gregson, in his account of Bank-hall, has the following notice: "It appears, from many ancient deeds remaining in the family, and the achievements and inscriptions engraved on the walls, that the family of More, or de la More, were the possessors of these houses* for upwards of twenty generations. Sir William de la More was made knight-banneret by Edward the Black Prince, at the battle of Poitiers. He was a man of considerable

* More-hall and Bank-hall.

importance : he wrote the lives of Edward I and III, works much quoted by authors of those days. This family married into the Fenwicks, of the north : in Liverpool there are More-fields, More-street, Fenwick-street, &c., and here they were great and liberal land-owners."

In these extracts the obsolete spelling of the MS. as well as its numerous abbreviations of words are retained. The only deviation from it is in the punctuation.

IMPRIMISSE. I will begine wth Leverpoll.

LEVERPOOLL.

In this towne was yo^e antient house, formerly called More-hall, to geather wth ye^e stret it stod in. Of this mantion I find yo^e anhesters posed time out of mind, most of all yo^e deeds for yo^e land and hoveses there being wth out date ; only one I find of John de lâ More, sonne of John de Morâ, dated anno Domine, 1200 ; & one other deed from John of Gant to Thomas de lâ More, wth many great and large priviledges belonging, ye^e most of w^{ch} are now clamed by ye^e familie of ye^e Lord Mullinex of Sefton, by a pretended purchase from ye^e Londiners, they haveing it amongst other things pawned by king James. Likewise yo^e anhester formerly had ye^e ferry-botes, buttlaridge, and other perquists w^{ch} now ye^e Mullinex have by lease from

y^e crowne, for 2 lives, this lord and his sonne. There be, besides all this, many antient and hon^{ble} grants from others of y^e kings of England and ducks of Lancast^e to yo^e anchest^{rs}, concerning things in this towne, onely as to privilidges. For, as to y^e deeds of yo^e lands here, they are all or most (as I s^d before) wth out date, to which I refere you, perticularly to veue, and onely take w^{at} foollows by way of rentalie as promised above s^d.

OULD-HALLE STRET.

Andow, Thomas, now tennent for y^e. Ould-hall, never lesed this many hondred years before, but allwise kept for a jonter-house since Bankehalle was bult. The great debt my faither left me in, being near tenne thousand pounds, (as I shall, in sume place of this boke, give you an exact perticuler of,) forsed me to rase sume mony by leasing it; therefore I shall set noe vallue on this, hoping in God, w^o ever it falles out of lease, you will newer have y^e same cause of extremity to lease it again as I had. Onely this you may rememb^b y^t the Parlor-heay will score 8 bease, at nere 40^s a Cowe-gate, and y^e Barne-heay & y^e house worth 20^{lb} per anum. If ever this falle, & trading is as good as now, you may very well make a stret y^e front of you houses; on y^e west side, standing towards y^e lane goes in to y^e towne-fild, & by y^e front of y^e houses in y^e Barne-heay to face the other; then you may allow to each house, on both sides, large backe-sides, keeping a good part for a garden

& out bulding, to geather wth other nessesarys to y^e Old-hall. Or if you please take good advise, whether it be not better to cut a stret through y^e Parlor-heay to the river, w^{ch} might be noe steper than y^e Chapel-stret, taking it by degrees a waye. Make yo^e leases according to my new leases in Moore-street wth bond, otherwise they will not buld. Be carefull of the clause to grind at yo^e mille; it is a great thinge to yo^e estate, & see yo^e tennents obsarve it well. Take this notise from me: w^{at} you expect yo^e tennents should doe, let them be well bound to it in their leases; other-wise riches & pride is so predominant over them in this town, to geather wth a parfact antipithy y^e have against all gentellemen, much more yo^e family, in regard they know yo^e intrist is allwise able to corbe them. I know this by experience, y^t the are the most perfidious knaves to their land lords in all England. Therefore, I charge you in the name of God, newer to trust them; they have deseved me twice, even to the ruen of my name & family, had not God in mearcy saved me; thought there was none, at y^e same time, could profese more kindnesses to me than the did, and acknowledge, in thare very owne memories, w^{ht} great patrones my faither & grand faither was to y^e towne, and them in perticuler; yet wⁿ it came, to y^t as wth but there votes would have done 5000^{lb} worth of good, and them no harme, the most unhumanly denied me & y^t tow severall times, a yeare distant betwext them, wⁿ inevitable there voting against me might have bene y^e utter exterpation of

me and mine out of Lancashire ; and I believe, had they thought it would not have taken y^t effect, they would bene for me. Therefore, since God haith by me forwarned you, have a care you never trust them, for there is noe such thinge as truth or honnisty in such mersinary fellowes, but w^{at} tends to their owne ends. And this observe as a gennerall rule, sevility will doe no good, but make them conteme you for a kind-foote. And like-wise obsarve for a sarten rule, allthought you be newer so great enemies, yet if you be but a justice, and have powre in y^e country, or once maior of y^e towne, the will lie like spanells at yo^e feet. Thus the ould proverb is verified ; a lettell feare is worth a great deal of love. In a word, trust them not, lest you may find, by sad experience, w^{at} I have here forwarned you of, (w^{ch} God in mercy devert,) for such a nest of roges were never edicated in one towne of y^t begnesse. I shall endeaver to give you here-after a charicter of each perticnler man at present you have to deale wth all y^t is my tennent. Here is severell other derictions of things in this towne, but take them in corse, and first as to this Mr. Andow.. In y^e name of God be care-full of him, for he is one of the lurching kuaves in all y^e towne. He is worse than my penne can exprese ; and wa he makes y^e greatest showe of friendship^t then he haith y^e most deset at hand. This was one of y^e leading men onder hand against me in all votes, eather for parlim^t man or maire. This is y^e man y^t caused my mill-horses to be arested for a leay, lad by y^e maire

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and other, for y^e chapell, where-upon I replived them & would stand suith; by w^{ch} I find, y^t you are not oblidge, in y^e common-laws, to repare y^e chapell, wth out it were eather y^e parish-church, or you were an inhabitant in y^e towne. But if they lay you in y^e gennerell amongs y^e forren-freemen, provided it be in reason, equelly as others, then, if you be a free-man of y^e towne, you are bound by yo^e oath to contribut proportionabell. But, besides, rem^b for yo^e (chapell y^e seat you sit in so called) and for y^e ser^{ts} sate you must repare the glase-windows, y^e forms, & flags, wth all things ells belonging to them, of yo^e owne charges. And rem^b all y^e compase wth in them is yo^e antient buriall place, and so haith bene for many hondred years; there newer being any but yo^r kindred of blud and name there intered. And rem^b you newer pay peny to y^e church-wardens for breaking ground wth in eather of those seates, nether per-mite any but yo^e family to be buried there, nor sufer any to sit there but such as is by yo^e permission, for in my time my grand-mother, my sis^t Janne, my brother Allixsander, & my unke^{ll} Robart More wife, & Edw. Moore, & an other of my sonnes, whoe died before he w^{as} christened, were buried there; & I hope in God I shall be there in rest amongs my anhest^{es}. I charge yo^e great care of this buriall place, it being none of y^e lest marcyes God bestowes wⁿ he permits you in peace to be in-tered in y^e sepultur of yo^e anhest^{es}; and truly, so long as God is please to bestow this buriall place upon me, I v^{al}ue

it the prise of y^e best lordship I have; since, if I enjoyed all, at last nothing will remaine to me but a smale rome to inclose my aged limes, where I hope to remaine in rest from all y^e trubles and cares of this world, it being an infringem^t of the priviledges of nature to hinder y^e repose of y^e ded. This being a convenient place to give a farther instruction concerning y^e chapell, boith where I site mysilfe & servants to here devine service in Leverpooill church, know y^t you must maintaine it wth glase, flags, dores, seates, and all other materiall w^{at} so ever; other wise y^e bishope and y^e ordinary may remove you, or order others to site wth you, it being not suficent for you to prescribe to it thought 500 years, y^t none have there sate to here devine service or buried there but your ancest^{es}, if you do not reparaire it. But those prescriptions wth repairing it make it absolutely yo^{es}, in dispite of y^e ordinary. (Vide a small booke, named, Derictions for y^e Study of y^e Law, Studii Legalis Ratio, fo. 145; or vid. Crook, pag. 367.) Rem^b if ever it lie in yo^e powre to bie of his grand-child, young Mr. Sherwin, y^e esteat he bought of my cosen Le^a of Lime, lieving in this towne; he gave but 400^{lb}, but if you had it for 1000^{lb} it were well bought. There are some derictions of things in this towne, at yo^e end of this rentale; read and obsarve them well. In this house there is lives 2, m^{rs} Katheren Sherwine, wedo to cap^t. Sherwine, & her sonne Thomas; tow henes at Easter, & 2 dayes shering; rent 00^{lb} i3^{sh} 04^d.

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Levesley, Rich., haith y^e Kill-heay; I mene his children, for he is ded. Y^e front of w^{ch} fild is for many rodes to y^e strte; so y^t I am confident, allowing backe-sides, you may have it all bult wth good houses, & kepe convenient rome suficent for out houses & other necessaries for y^e Ould-hall, w^{ch} out houses were puled down wⁿ prince Rubert tooke Leverpoll, Whisontid i644, puting all to y^e sword, for many howres, giving noe quarter, where Carill, y^t is now lord Mullinex, kiled 7 or 8 pore men wth his owne hands. Good Lord deliver us from y^e cruelty of blud thersty papest! Amen.

Lancelot, Thomas, a druken, idell fellow. To this house he haith a fine-large croft on y^e backside. If I could have bought him out of it, there was one would have lad out 400^{lb} one a dwelling-house & other nesseseries; for in all Leverpoll, so nere y^e watter sid, there is none haith so much roome on y^e backsid. Rem^b there is roome to buld severell houses betwne this house and y^e stret, downe to m^{rs} Horton house. These may be distincke houses of them silfes. I have onder his hand and seale leberty to buld now, if I please. (Vid is contract wth me.) But if it be not bult before it come out of lease, be very carefull how you lesse it agene, but devid it as I say. This fellow & his wife are tow such idle peopell, y^t the scarce ever pay me eather rent or henes. There belongs to this house fisyards, and a free fissing, w^{ch} our anhesters have had above 400 yeares, as you may

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see by the oridginall grant. If any wise body had these fisyards might much advantage be maid of them. They use to maintaine yo^e anhesters' family wth fise 3 days a weeke, w^a the were above 30 in family, & lived at y^e Ould-halle. Rem^b you have leberly to admite others to set fise-yards, not withstanding this lese to him, provided you do not take is very places where is now stand. (Vid his lese.) This house will give you 30^{lb} fine, and onely alow a lettell garden to it on y^e backe side, and 1^{lb} rent; besides, you may buld 3 houses fronting to y^e stret, at i0^s ould rent a pice & 3 rent henes a pice; and you may buld on y^e watter-side, and lay y^e remainder of y^e croft to make them backsides. But rem^b you prejedise not y^e intended stret from y^e water side throught y^e Parlor-heay. (Vid Mr. Andow derictions.) Be very carefull how you lese this place; here is many convenience belongs to it. If you could bie y^e Wale-note Tree-heay, w^{ch} at present Mr. Andow haith, as tennent to Mr. Fazakerly, it might, paradventor, helpe you in backsides for yo^e stret from y^e water side. Upon this place you have 30^{lb} fine for y^e ould house wth a lettell garden & ould rent, and 3 houses more i0^s a pice rent: and for there fines let them buld & 9 henes. At present this fellow pays onely 30^{lb} fine, & all other bounds as y^e ould tennents doe, 3 days shiring and 3 rent hens and ould rent.

HORSE MILL.

Rem^b there can be noe more mills in towne than

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w^{at} is all ready. In my grandfaither Edw. More's time there was tow or 3 proud fellows set up mills; but he prefered a bill in y^e duchy, showing how our wind mill is y^e king's mills, & y^e tennents wth in Leverpooll ought to grind there, because he paid a great rent; & after tow hearings it was decreed those new ericted mills should be put downe, and fined beids; w^{ch} accordingly was put in exsiquation, and the mills were puled downe. Query, if Mr. Bickteth mill ought to grind for any body but his owne use? It were a good way to invite one day in y^e Christmase all y^t are customers to yo^e mills, and be none of yo^e tennents, both in this towne and countrey. I am confident it would get boith this mill & y^e other mills great custom. My grandfaither Edw. Moore his continuall allowance in y^e house was i6 messurs a weeke in mault, & i6 messurs a weeke of bread corne, and got it all for toule. But it was because he was y^e onely man in these parts in all y^e great offices; so y^t all for feare or love grinded wth him, & he obsarved exactly y^e rules above s^d. I find at Bootle mill his ussell get was 16, 18, or 20 messurs a weeke. Therefore serve God, and follow his example.

MOSE LACKE,

Remb one other thing of great concernmt. Wth in y^e memory of man, y^e lord Mullinex haith ericted tow water-mills in Toxteth-parke, and rased dams for them wth in his s^d parke; and, since these late warrs, haith lad the watter over & upon y^e mose

or turfe belonging to me & my anhest^m for many hundreds of years, w^{ch} moss lies wth in y^e lebertys of Liverpoll. But y^e times growing peaceable, and intending to get and dige for torfes, as all my anhest^m have done, I could not get y^e s^d torfe; by reason y^e lord Mullinex caused his millers to lay these dantes upon my mose; in a great hight: whereupon I caused one to scoure an ould ditch; over w^{ch} there is a great stone plate, y^t haith for many hundreds of years bene y^e ussell water corse to take y^e watter of my fiving; and wa y^e had opened y^e ould watter corse, y^e lord Mullinex sent me a threting letter, how Liverpoll heath was all his, & this ditch was maid upon y^e heath; and he would command his tenants in Textethparke to come and put it all in agen. Whereupon, consedering it was just at y^e king's restoration, so y^t all those read letter men were so highe, & y^t the chaneler of y^e dutchy was y^e lord Semer, nere a kine to him upon y^e accomp^t of his eldist brother; she being a Semor, & like wise by the same lady the lord treasur of England was his brother in law; all w^{ch} considered, maid me site downe wth this great wronge, yet not y^e first by many y^t family haith dose us; and to be contented wth lease fires, till it shall please God to rase me a greater intrist & him a weaker; & then, if an oportunity serve, to indavour, by all just an honist menes, to get yo^r owne fight, w^{ch} may be done as follows. If ever you be maior of Liverpoll, w^{ch} y^e grand jury his chosen, I mene y^t jury w^{ch} goes rannd y^e towne, for voting all counten-

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nussences & watter-courses, then you may informe them, y^t you hould ten acer of mose onder y^e brod seale of England, out of w^{ch} yo^e anhest^e have vssily gotten all or most of there yerely fire; but by reason of a common watter course, ower w^{ch} there is an antient plate of stone, lieing in y^e highe-way to y^e towne of Liverpooll, is stoped, so y^t yo^e mose is drowned; therefore you desire the jury may vene it, and find weather y^e towne (it lieing in y^e highe way) ought to open it, or y^t the will make an order for you to doe it. For evidence to y^e jury, produe those men whoe scoured y^e ould ditch, to sweare they did but scoure it, for y^t there had bene an ould ditch there before; and like wise produe y^e ould stone plate, and then to sweare the found it there, & w^{ch} all y^e jury upon veue may see it is y^e right corse of y^e watter for there a way to falle, y^e other way towards y^e parke lieing higher. You may doe well to get Mr. Crose haire to jone wth you & all others whoe have any torfe romes there; for y^t this is y^e ould and onely way for drawing y^e water of the sa mose, as is most evident by a jury, y^e watter newer going y^t other way tell those mills were maid, w^{ch} is in man's memory; nether did they millers of y^e parke mills ever make a dame there, but in y^e time of y^e warrs y^t every man did w^{at} they please. For since y^e warrs, one of my lord Mullinex tennents, by name cap^t. Crofts, w^{as} y^e millers stoped y^e watter at Parke-wall, w^{ch} maid y^e y^e water lie highe on y^e mose, the s^d cap^t. Crofts haith ussily caused his serv^{ts} to open y^e passidge, &

s^d there was noe dame to lie in his tenim^t, nether should there be any there; and w^a he opened in his tenim^t it drewe y^e watter of y^e mose, yet not halfe so drie as y^e ould watter corse, over w^{ch} y^e stone plate is. Besides, there is tow great reasons wherefore y^e towne ought to kepe y^e watter-course y^e right and ussel course, w^{ch} if other-wise it may prejedies y^e town very much. Y^e first is, there is no watter course convenient or about y^e towne for skiners, diers, or other such traids, as this is, w^{ch} makes y^e continvell water strem w^{ch} rones downe y^e gout to y^e Poule-bridge. So if this streme should be torned, such traids-men will have noe incoridgm^t. Y^e second reason is, if ever y^e Poule be cute navigable of nessesity, all such cuts, where in ships are to ride, must eather have a consedrabl frese streme to rune continually through it, or it will quickly wrecke up; or ells there must be convenient places for rasing great dames of watter to let out wth flud gates w^a nessesity requires for clensing of y^e channel. And truly God & natur haith maid all y^e places betwne y^e Poule and y^e stone-plate so convenient for rasing exsissive great dames, and y^t so convenient out of y^e way, to y^e prejedise of none, and then to suply these dames so great a frese from ofe y^e mose-lacke, y^t thought my eies may newer see it, y^t I am confident y^t God Almighty, w^{ch} makes nothing in vaine, haith ordained this to be y^e greatest good for this towne. Therefore I hope y^e towne will newer lose y^e advantage of y^e watter coming y^t way; for if they doe, all y^e are worth cannot pro-

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care a streame to clesse y^e Poule, as above s^d. If once you are of y^e counsell, yo^e oath oblidges you to care for y^e good of y^e towne; and if you be not, yo^e intrist is so involved wth theres, y^t take this for a warning from me, y^t if y^e prosper, you must thrife; and if y^e towne sinke, you must drowne; so as where a finger be cute of, y^e whole body fells it. So you in yo^e intrist being a memb of y^t body, it can receve not y^e lest enjeare, eather in lose or reput, but yo^e esteat or pearson will be be damnified there by. Therefore in y^e name of God, let them love you and you them, & twenty of y^e greatest men in the country cannot wrong you; but if you sapret, you are easily broken. God bleass you boith. Amen.

SUGAR-HOUSE CLOSE.

This croft stands on y^e lift hand y^e Dale-stret, as you goe out of y^e towne, all most over against Mr. Olive's house in this stret. This croft fronts y^e stret for some 27 yards, and I call it y^e Sugar-house close, because one Mr. Smith, a great suguer backer at London, a man, as report goes, worth 40 thousand pounds, came from London on purpose to treat wth me, & according toe agrement he is to buld all y^e front 27 yards a statly house of good hewen stone for story hige, and then to goe throught y^e same bulding wth a large entery, and there on y^e backesid to eriet a house for boyling and drieing sugur, other-wise caled a sugur backer's house. Y^e pile of bulding must be 40 foote square & 4 storys hige, all of hewen stone.

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Then he is to take y^e lekell of Richard Rogerson, in Digelane, and make y^e backe way in thought there. Then he is to encompass all his ground wth a bricke wale round. If this be once done, it will bring a traid of at least 40 thousand pounds a yeare from y^e Barbados, w^{ch} formerly this towne newer knew. This house, its thought, will cost at lest i400^{lb} & wⁿ ever it comes out of lease, it will be worth to you & yo^e haire 50^{lb} a yeare of a good rent; for I would newer have you lease it agene. But if this gentleman should not buld, then I advise you to have tow good houses, taking y^e whole frount to buld them on. There will be tow good backsides, & you may resarve twenty shilling a pice for eather, besids shering & hens.

THE WELL IN MORE-STRET.

It cost me about 6^{lb} y^e sinking of it, for I did all of my owne cost and charges, not one contributing one peny towards it. Wⁿ first I caused y^e place set upon where I intended to sinke, severell peopell, behind my backe, lafed and jered me, y^t I would ofer to seke for water upon y^e very tope of an hill; & more espechelly, for y^t the sd y^e Castle-trench being so dipe, would hinder me from finding water, unlesse I caused it gone an exsesive depnese. Notwithstanding, I maid y^e sinkers of y^e well continue on there worke, desiring of God, privetly, if it pleased him, I might find convenient watter there. And, I pray you, marke y^e event: where-as many or most of y^e

wells in y^e Water-stret at about twenty yards dipe, it pleased God to send me there watter at 14 yards; & where-as there is a great number of drawe wells in y^e towne, most of them are so brakese or salt (as its conveved, by some vaine in y^e earth y^t carrys y^e sea into it) so y^t it spoiles there alle, y^t strangers complaine of a saltis tast. Now my well haith nothing in y^e lest of that saltisneses; for I have heard tow or 3 of my owne tennents confesse, y^t this watter wth 4 mesure of mault will make stronger and better alle then most of y^e drawe wells in towne shall doe wth 5 messurs, in regard to their saltisnese. Besides, w^{ch} is more than all this; where-as there is severell scores of wells about y^e towne, & great store of other watter plenty, yet none of it was ever knowne to beare sope, so as to wase wth it. But y^e whole towne in generell sends to a place called y^e Fall-wall-well, a quarter of a mile nere upon ofe y^e towne, for each droppe of water the wase with, or boule pease wth all; so y^e its a great part of a serts labor to some houses for y^e bringing watter from thence to use in these occasions. But, blessed be y^e Lord God, this great trouble in part he haith freed most y^e newe tennents in More-stret from, for this newe well watter boules pease as well as any watter of England, & likewise beares sope very well; so y^t most thereabouts washe there cloths there wth. And an other obseruable thinge besides; most of y^e wells about y^e towne, in y^e sumer time, if any stres for bruceing be laid to them are drie; but this well serves all More-stret, tell y^e

can make wells of there owne, & many of y^e townes people come to it besides; and in reason there is water for them all faire above y^e springs of other wells. Besides all these things, I can assure you, this very watter proving so good, and such plenty of it, did very much incorige my newe tennents there abouts, & hasten others to come to buid there: wherefore I charge you, in y^e name of God, y^t w^h ever you read this, whoe ever thou art of my name & blud, give God thanks, in a perticuler manner, for sending this spring to me, y^t am many years agone ded and rotten; & I charge you, in Christ name, owne it as his emediat gift, & desire of him to continue it to you & yo^{rs} for ever, & y^t there may newer waint one of yo^e posterity to be oners of y^e same to God's glory & there comforts. Amen. Amen. Amen. Rem^b I was at y^e charge of bulding y^e wall about it. I paid nere 7 pounds starling for it. If you thinke convenient, you may buld a rome over y^e well, leveing it 6 fote highe for y^e maids to come about it. All y^e meterialls above ground y^e tennents contributed to was rope, bucket, torne, & y^e like, and will so continue.

MORE-STRET.

Imprimis. Have for ever in mind y^t the ground where on this stret and houses now stands was a small close of ground caled y^e Castell-stret-fild, w^{ch} s^d fild I and my anhest^{es} have for many hondreds of years enjoyed. And have in mind y^t every inch from y^e

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water side, to y^e post & chenes, is my land; have in mind y^t the passidge throught y^e s^d fild, from y^e post and chenes to y^e watter-side, being in some places i5 foot brod & in some places i8 foot, w^{ch} I now call y^e More-stret, is none of y^e king's highway, but onely for y^e benifet of me & my tennents & there assignes; & as to all other people, it is onely a passidge of sufirence, and to y^t intent I wase at y^e great charge of seting post, & ribing them all wth iron, & fixing there two great iron-chenes, y^e w^{ch} I ussily upon all occasions kepe locked, thereby to kepe y^e sole & passidge absolutely in me & my haire, y^t none shall goe there wth out licence. The great reason y^t caused me to be thus wairy was capt. Fazakerley, of y^e castle, finding he had so convenient a way to y^e watter side, in one year had many hondreds of lodes of coles brought to y^e castle. But, wⁿ I onderstonde is designe was to make a way for y^e castle downe my stret, I forth-with caused y^e post and chenes ericted, and maid him glad to cary y^e coles throught y^e Poule-lane to y^e shipes, for y^e towne maid an order he should not cary them throught y^e Watter-stret, to breake all y^e pavem^t there, and since y^t he newer had coles in y^e castle. Have in mind, likewise, y^t these chenes & post ussily upon Sundays & hollidays & raine-weather, keeping them locked, reserves yo^e intrist in those strets soly & intire to you & to yo^e haire; so y^t i00 years hence, if you please, you may make gates or w^{at} other use you please, as ussily you doe your owne inclose land, & to hinder all but whome

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you please for goeing there a wayes. I doe intend to have an intale of my estate, & amongs other things, as mill dames & y^e like, I will have this stret put in, y^t it is my land & free to none but whome I please, or my assignes, to goe there away. Y^e reason why I am so stricke is tow: y^e first, y^t carts may not allwise breake y^e strets, to y^e great charge of my tennents. But those y^t carts, make them pay some thing yearly towards paveing them, as many places in England doith; nay, this very towne of Liverpool, by a late order, makes all contrey carts pay tow-pence a lod towards y^e pavem^t of y^e strets. And if y^e can make such an order of y^e king's highe way, I hope I may eather make such carts whoe come there a way eather pay, or make them goe some other way. You may order those y^t live nere y^e posta to kepe y^e keys, & likewise to receive y^e mony. Have in mind y^t I was at y^e charge of above twenty pounds for spaid men, besides at least 100 days tow carts a day of my tennents for caring y^e rubidge a way. I was glad y^e first time to cute at lest 8 foot perpontdickler in y^e rocke at y^e west end, & so for y^t hight & 16 foote brod to drive it many yards before y^e workmen, & since y^t I begone upon y^e 15 day of Octob^r, 1668, wth 3 carts & 4 filers a day to clene y^e stret agene, & the were 16 days to geather to my great cost; & not wth standing all this, Mr. William Bushell, whoe is a good injenous man, afermes to me I must be at y^e charge yet of taking y^e stret downe above halfe a yard from one end of y^e stret to y^e other, & most of all y^t in y^e

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growing rock, w^{ch} will cost at lest 20^{lb} more to stone getters, besids my tennents carts to cary it away. And have in mind after all, it is at mine and my tennents to pave it & so to mentaine it. And all y^e strets in y^e towne but mine are at this day paved out of y^e towne's boxe. Have in mind, that from y^e watter side, at y^e west end of y^e More-stret, to y^e post and chenes, at y^e north end of Fenwicke-stret, y^t goes into y^e Water-stret, & from thence to y^e post & chenes at y^e east end of Fenwicke-alle y^t goes in to y^e Castle-stret, & from thence to y^e est end Bridges-alle, is all wth in my owne liberty, and noe man haith one foote wth in me. Y^e second reason why I am so stricke is, I find in w^{at} so ever lies wth in y^e town's liberty, they are a thousand times more stricke than any gentell-man, & forth wth a jury of hote simple fellows fines you daly & howrely, eather for sume in-croch^{mt}, y^e strets being dorty or not paived, & a i00 od simple things more than I can here relate. But, keping yo^e owne intrist as afore expresd, you ned not fere there fines or amersm^{ts}. There is noe sivilty or favour to be had from a multitud. Let my sad experince forwarne you newer to trust them, for if you doe, I dare pawne my life the deseve you. Read alderman Andow caricter & sume others I have set downe, & then seriously conseder of it. I have most of w^{at} I have here write, concerning y^e stret, allready onder y^e towne-seale, & Mr. Mekell Tarrellton hand to it, w^{as} he was depity maior for y^e earll of Derby. But if God permite y^t I ever be mayr, or if I be not, if you

ever be, I charge you, have a discret paper drawne up, show how faire to those post and chenes my libertys rechtes, & how its all my land, & how I was at charges of all, & how I and my hairees may locke it up, & a great dele more to y^r purpose, & how y^e towne haith nothing there to dowe. Vide y^e paper Mr: Tarrellton already set his hand & seal tow, y^t will instrucke you sume thing, & read this direction well over. Such a thinge drawne, & set by order in y^e towne booke, & you to have a copy of it under y^e seale of y^e towne, will for ever, wth God Almighty bleasing, kepe a right onder standing betwext you & y^e towne, y^e w^{ch} God grant may long continue, & so long as y^e towne & you holds closely to gether, yo^e intrist as a gentellman to countinence them, before y^e king, prive-counsell, or in any place or court of England, & there purse, discretly manidged, to backe you, I must tell you my experience haith found it, & dare tell to y^e face of y^e greatest enimie y^e towne of Liverpoll haith in England, we value there malice not of a farthing; for nothing can distroy so great a body but fraction, & if so great a charterer as you should betray them & jone wth any other, it is y^e ready way to undoe you boith, & make you boith a praye to yo^e common enimie. Rem^bould Segerston rule, whoe was a parlim^t man for Liverpoll, safe him & his together wth y^e good towne of Liverpoll & theres, & then let y^e noblemen kill whome y^e please. I charge you, in the name of God, newer converse wth any man, nor give eare to any man, nor trust any man, y^t desirea

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you to jone wa him against y^e good towne of Liver-
 poell; for in so doeing bewaire lest his designe be not
 to wound you throught these sides. This you may
 bouldly & truly say, the corporation & you have lived
 to gether this 400 & ed years, & in all y^t time you
 have bene in great affection one to an other, & not
 one generation of so many hondred years, but yo^e
 anhest^{es} have bene maiors, many of them in man's
 memory, tow or 3 times a pice, & one Thomas de la
 More, in R. 2. was in his live 12 times maior, as you
 may see by yo^e deeds marked accordingly. And this
 you may faither say, & of truth, w^{ch} few if any of
 England can say of yo^e quality, there haith not bene
 a parliam^t this tow hondred & 50 years, but one of yo^e
 anhest^{es} have bene burgese for y^t towne, & in man
 memory my faither John More, my grandfather Edw.
 More, and my great grandfather William More have
 bene parliam^t men. These truths considered, there
 nothing like silfe intrist to kepe all things well & a
 good correspondance betwext you, for if you serve
 God & kepe yo^e estate in y^e towne, & be honest to
 them, let yo^e enemies doe w^{at} y^e can, time will whea-
 ther them, & wⁿ y^e towne recollects them silfes, by
 the severell slights & perfedious actings of those
 whome y^e have other wise impowred, they will eaily
 find it is not a forren intrist w^{ch} will to hassard of
 live & fortune stand by them. But w^{at} all done, if
 they will have there towne preserved, & there privi-
 ledges kept an invisible, it must be by yo^e tow frind-
 ships, for if yo^e fle from them, & put yo^e intrist in

to y^e other scale, is of y^t wight of my knowlidg will bring downe y^e ballance. I mene as to matter of law, you being y^e greatest charterer or freeholder in y^e towne. W^{at} I have s^d before is upon y^e publicke concerne of y^e towne; & if there be any privet pearson in y^e towne, whoe haith malice to you, as to yo^e parson, I would have you, as a good christian, to be at peace and love wth them, if it be possible. But if faire menes will not gaine them, then openly let them know you value them not, & know yo^e owne intrist, so y^t if they eather kepe gone, seting doge, nets, gray hounds, or any other such things, you or yo^e ser^{ts} may take them according to yo^e law. Besides, y^e prodist man in Liverpooill cannot live there, if he goe but in to y^e towne fild, or indeed any where ells about y^e towne, but y^e must trespase upon you & those y^t are yo^e friends. You are able to privilidge them to fise, foule, or hunt for 3 mills or more endways in dispite of any man in England, if God blease y^e king & y^e laws. And w^a wise men onderstands this, there owne silfe intrist will make them great wth you.

FENWICKE-STRET.

Imprimis. Have in mind for ever, y^t the ground where on these houses, backsides, and y^e stret it silfe stands is soly and wholely upon my owne land, & haith so bene mine and my anhest^{es} many hondred years. Have in mind y^t the passidg w^{ch} I now cale Fenwicke-stret is every inch, from y^e post and chenes at y^e More-stret end, to y^e post & chenes at this stret end

D D

y^t goes in o y^e Water-stret, soly and wholly my land, and none of the king's high-way. But onely this yeare I caused y^e heges & walls y^t formerly fenced it to be puled downe & to be laided open for y^e benifet of me and my tennents & our assignes, but for noe others; and as to all other peopell, it is only a passidge of suference, and to y^t intent to let all nations know y^t it doith not lie common; for all thought I caused y^e heges & walls to be led downe, yet I caused set & ericted y^e great post, w^{ch} are all gerted & ribed wth iron, to geather wth those great cheanes there vnto fixed, to be placed at each end of this stret & lockes & keyes for them, whereby I ussily now kepe y^e said passidge or stret locked up, and none passe there wth out leve or licence, except my tennents & there assignes. Have in mind, y^t upon all hollidays, & Sundays, & raine weather, I ussily kepe them locked, & in deed w^{at} other times we please, as ussily most peopell doith there house dores opens and shuts them w^a y^e please. In doing thus, you kepe yo^e intrist of y^e sole to yo^e & yo^e hairees for ever; so y^t 100 years hence doith debare you of noe more privildige then one day, but y^t you may make up y^e way w^a you please. God willing, I intend to intale this passidge by perticuler name, and to get all things so planely in certed in y^e towne's records, y^t there may newer be diference between me & y^e towne concerning it, but they may still looke upon it as if it were still my in close land. Looke in to my Imprimise y^e deriction of More-stret, & there you will

find at large every thing; & y^e same I advise you to doe wth this, in every thing in perticuler according to my derictions there.

The reasons why I named this stret Fenwicke-stret was fowre. The first of w^{ch} is, for y^t yo^e mother wase one of y^e three coy-hairs of Sir William Fenwicke, knight & barronet, of Meldore-hall, in Northumberland, by whome I came actualy possed of 700^{lb} p annum, land of inheritance, for my therd part, as I refere you to an exact perticuler of her estate in this booke ells where. Y^e second reason, for y^t by her fortune I disingaged tenne thousand pounds prinsipell mony of a debt contracted by my unfortunat faither in y^e service of y^e parliam^t in these late unhappy warrs. How he came indebted & w^{at} offices he bore, wth all other things concern- ing him, I refere you to another place in this booke. The third reason is, for y^t affter all y^e debts abov^s was discharged, yet at y^e restoration of king Char. 2, my whole estate y^t desended as haire was by acct of Parlim^t confiscated for my faither's fault, whoe was deed nere fifteen years before y^e s^d acte of parlim^t maid. Yet, take notise, in y^e s^d acte of parlim^t there was noe atandar of blud, only a confiscaseation. And, not wth standing all this, upon y^e peticon of my wife to y^e lords' house, y^e s^d house order 4 earlls to goe wth it to the king, to acquaint his majesty y^t the sence of y^t house was y^e petitioner was a fite object of mearcy, in regard her faither was an excepted parson from pardon by y^e late usorpers, & had lost for

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his loyalty to y^e value of one hondred thousand pounds, a third of w^{ch} should have bene y^e peticoner's. Besides, she her silfe indured much hardshipts by imprisem^t & other things for her loyalty. So y^e king, referring y^e peticon to his attorni-gennerall to know y^e truth, finding all things accordingly, was gractiously pleased, in consederation of her faither's merits & her owne sufirings, to grant John More's whole easteat to such ffefes in trust, as she Dorothy More, dought^e & coy-haire to sir William Fenwicke, should name: & accordingly a patton was drawne & passed onder y^e brode seale of England. But take notise, before y^e paton there was an inquisition in y^e behalfe of the king, taken and filed in y^e exchechor. Thus onder God you see she & her fortune saved yo^e esteat in Lancashire twice. Y^e Lord God grant there may newer waint one of my name and blud from her very lones, and in this very poore Bankhall, to retorne him thanks in a most perticuler manner for these tow great mearcys, & indeed rather merickles. Had you but lived in our days, at y^e very time, to have sene at y^e torning of y^e tide w^{at} a streme we were to goe up, y^t nothing but God's emediate hand could have procured it finished. The 4th reason why I named this stret so is, y^t to ad to all these mearcys w^{ch} God was please to make her an instrim^t in, to sweten them y^e more to us, he haith bene pleased to blease me wth 4 sonns & 2 daught^{tes} out of her loyenes, & is at this time great agen with a live child. I hope singe prases to his

name as long as y^e sonne & moune indures, because his mearcy is great & in dures for ever. Amen. Amen. Amen. Lord Jesu, amen. These reasons considered, I hope whoe ere thou art y^t reads y^e same thou will not condemne my gratitude, thereby to put my posterity in mind of y^e prases & thanks y^e owe to God Almighty for his providence in y^e predestinating such an instrim^t to match into y^e family, w^{ch} he by his devine wisdom for saw had such inevitable nessesity thereof. "He will have mercy on whom he will have mercy; for it is not in him y^t willeth, nor in him y^t runneth, but in God y^t shows mercy."—Rom. 9 cha. ver. i6. "Yet y^e impulsive cause wast nothing out of him silfe; but in him silfe his owne good pleasure."—Rom. 9th cha. ver. i8th.

Have in mind I was at y^e sole charges of feeing & caring all y^e rubiss & earth out of this stret, y^t I had 2 & 3 carts a day & 4 filler lusty men a day for i7 days to geather in caring & sinking y^e stret from Robert Lion's house to wedow Creton doore; for I have taken it nere 3 quarters of a yard dipe or more all y^e way, to make y^e watter, God willing, fale y^t way in to y^e Watter-stret. And, if God permite, after Christmase I am to y^e same fillers to falle y^e rest of y^e stret to y^e bridge,* & then from y^e bridge to y^e post & chenes. This will cost a great dele of mony,

* This was a dry-bridge, similar to the present Newington-bridge, and, like it, thrown over a rope-walk.

& after all this then my tennents will by contract be at y^e charges of paveing, except in such vacant places where I have not yet y^e houses, and there I must be at charges my silfe of paveing: and then w^a all is paved, my tennents must continually, before each of there houses, kepe it at there owne cost and charges so paved, y^e towne haveing nothing to doe wth it.

CHAPPEL-STRET.

Glover, George, schole- mast^e of Liverpool, built this house; he is a very honist man, and haith a very good women to his wife. Use him or his very well, w^a ever it shall please God they have occasion to use you, that w^a knaves see vertiue rewarded, it may make them honist.

TITHBARNE-STRET.

Hacking, John, a very honist man; use him or his children, if ever he haith any, very well. Here is belonging to him in this stret one house and a barne, wth a backside and a prety croft, all w^{ch} is worth about 6^{lb} per annum. Here is rome at the est end betwext this and Hary Masson house for 3 or 4 house; but I charge you let newer none be there ericted; for w^a this house, barne, and backsid falls out of lese, then doith likewise fall out of lese a house called Hacking's house, in the Dale-stret, throught y^e lower end of w^{ch} house I charge you, wth God's permistion, make a stret, w^{ch} will rone derictly north, throught y^e croft belonging to this.

house and barne, and so will be a most convenient passidge for a stret from y^e Dale-stret, into y^e Tith-barne-stret. This may be every foote upon yo^e owne land, and y^t croft will make prety backsides to each house. All y^e houses in this newe stret let them pay i shill. p. yard to y^e front and 2 hens.

M****, H****, a good, honnist, poore man, but his wife is a most notorious whore, and a weeked women; she haith corsed me and mine wth out any cause, and much abused me, tell I was glad to send her to y^e house of corriktion; since w^{ch} she haith bene much better. She haith bene once bridell, twice carted, and once ducked.

WATTER-STRET.

Formby, alderman, is one whoe w^d to have chosen me a parlim^t man would have saved my whole esteat, he would not give his vonte; but w^d I sent Mr. Shaw, y^e minist^r, to him, he returned him y^e answer, I was to young to be a parlim^t man; therefore he would not give me his vote this parlim^t or y^e next, but y^e therd parlim^t he would. Thus you may see wst to expect of such——: when his vote might have been worth 5000^{lb} to me, and cost him nothing, yet he would not give it me, but as much as in him lay indevoured to have exterpeted me and mine for ever. Therefore I hope it is noe sinne, w^d ever y^e house falls out of lese, to endeavour to get a better tennent, for discoridgm^t of roges, and incoridgm^t of honnist ten-

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nents. This fellow, bally March, alderman Andow, and alderman Corlese, were all y^e tennents y^t oppenly apared against me, at the king coming in, for being a parlim^t man. The Lord Jesus forgive them. It had saved me 5000 pounds if I had bene of y^t parlim^t.

CASTLE-STRET.

Bridge, widow, a poore ould women. Her owne sist^e Margrat Loy, being arened for a witch, confessed she was one; & wⁿ she was asked how long she had so bene, replied, since y^e death of her mother, who died 30 years ago, & at her desease she had nothing to leve her & this wedow Bridge, y^t were sist^es, but her tow sperites, and named them y^e eldist sperit to this wedow, & y^e other sperite to her, ye s^d Margrat Loy. God blease me & all mine from such legeses. Amen.

CASTLE-HILL.

Rem^b here is for ever a foote way in this fild common for all y^e king's lidge peopell.

MORE-STRET.

J*****R*****, an arent knave, one y^t grinds from my mille very ofton. He haith plad me 20 slipery trickes: trust him not; make him pay i^{lb} rent, & ten pounds fine; for he is but a poore knave, & mercy must be had to his children; onely, for being such a knave, make him to slate his house, as y^e whole stret is besides him silfe. He pays

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at present 3 hens at Chrs^t, 3 days shiring. Ould rent 00 04 00.

THE VACANT PLACE AT MORE-STRET END, NEXT Y^E RIVER SIDE.

Here, for tow hondred pounds, you may wale in a place from y^e sea, and buld a custom house there. It would draw all y^e custom of y^e towne in to this stret, & make yo^e houses, y^t are new but at i0^{lb} a yeare, would rise to 20^{lb} p. anum. To efect this, agree wth sume of yo^e customers, & give them a lese & 2i years after, & let them doe it upon y^e king's acompt, because there is noe king's costum-house in this towne, & whom so ever is collicte^e may live in it, eather at a great or at a small rent during y^e lese from you. If ever you be great at court, it may, wth y^e helpe of y^e farmers o y^e customes, be asily procured, wⁿ y^e king by them is given to onderstand y^e great waint of a custome-house in such an eminent port as Leverpoll.

THE WOOD.

This close one part of it lies in Liverpool, & y^e other wth in y^e lordship of Kerdell. Take notise, this close, w^{ch} is not in all, wth y^e wood & meadow betwixt y^e tow woods, not above 8 akers, is worth to you & yo^{es} more than so many ackers of wheate yearely; for there was John Sire & Tho. Wharton, boith antient servents, at lest 80 years a pice, could rem^b y^t my great grandfather William Moore planted

 Appendix.

This wood, being first most of his time to kepe tow
 strong oxe temes, wth tow men and tow boyes, for to
 doe no other worke but fetch hedging wood from
 Simmon-wood, to fence his demain. This great
 truble lasted most parte of y^e winter season. This
 being nothing but truith, you have great cause to be
 care-full y^t none abuse it. Rem^b you all wise give a
 charge to one of yo^e sert^s to looke to it; otherwise
 y^e towne of Liverpooll will absolutely destroye it,
 wth stealing prickes or windings out of it. Take
 notise, there will be many at you to bege a i00 of
 windings, w^{ch} y^e pretend is but a smale thinge, yet
 y^t i00 of windings, wⁿ it is growne up, will be a
 good parte of a load of wood. Therefore make a
 resolution for love nor Gould will you give any; for
 if once you ad mite to one, you will never be quiet
 till y^e whole wood be destroyed. Promise to y^e man
 y^t lookes to it 5^s or i0 shillings for every one he takes
 stealing; & then, before you forgive them, make them
 pay it to yo^e sert, or ells tell them you must pay it yo^e
 silfe. Rem^b you must neuer in all yo^e live permite any
 bease to goe a grazing there in, for they will eate all
 y^e young springing wood, & so distroye it. Then be
 carefull y^t it be all wise cuted in the right seson, whilst
 y^e sape is in the roote. These rules, exactly ob-
 sarved, wth God's blessing, will presarve yo^e wood
 for ever. So y^t you may for ever cuted a i00 load a
 yeare, or more as yo^e occasion requires, & be sarved
 for yo^e demaine as well as any man in England is wth
 hedging wood, w^{ch} if you destroy, y^e same Gould will

Appendix.

scarse bye you wood for yo^e suficent use, in regard of y^e great skercity of wood about you. I hope, for warned, fore armed, if you have eather grace or wisdom in you, there will be in y^e medow betwixt y^e wood sume years i2 loads of hay. I cannot set a value upon this same close, for y^e reasons abov s^d.

T. Kaye, Printer, Liverpool.



The Arms
OF THE
BOROUGH AND CORPORATION
OF
LIVERPOOL.

VIEWS
IN
L I V E R P O O L
AND ITS VICINITY,
ILLUSTRATIVE
OF THE
STRANGER IN LIVERPOOL.

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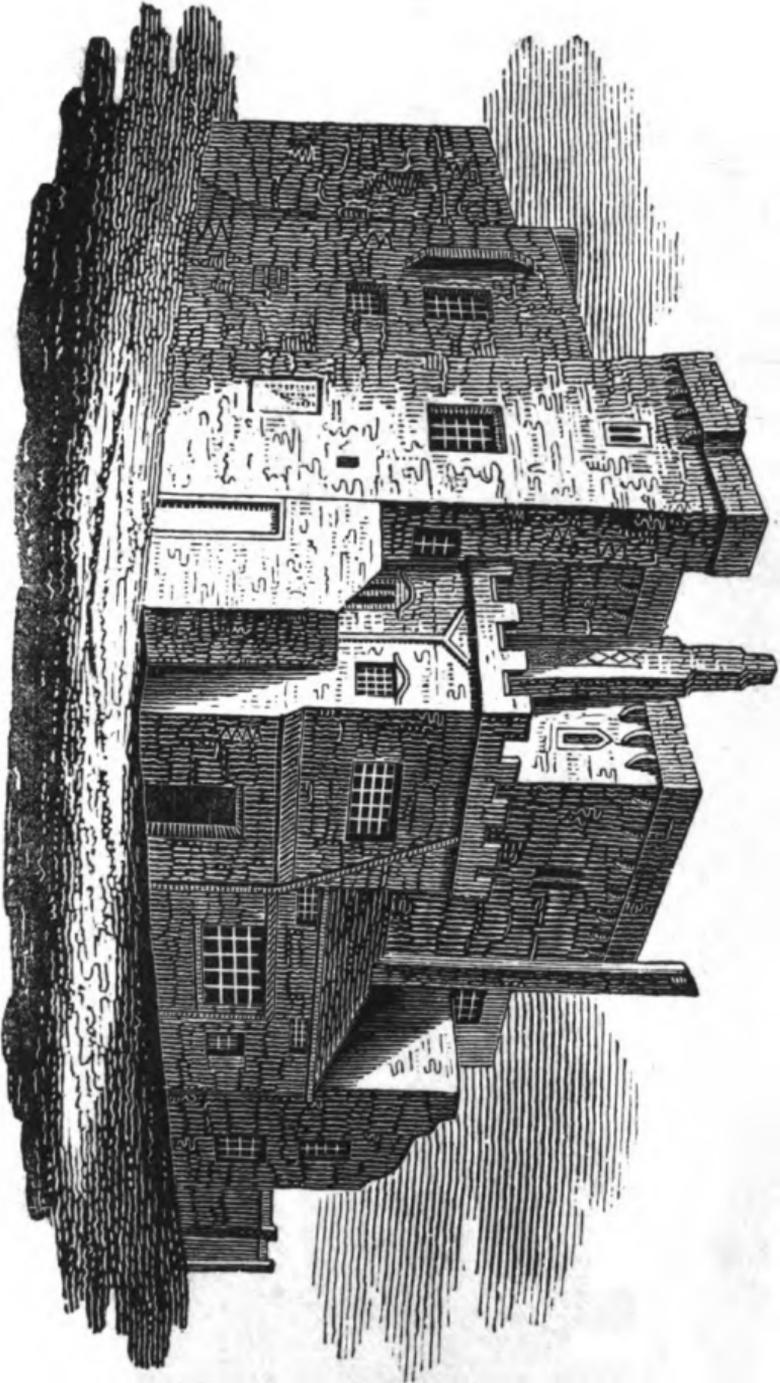
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1823.

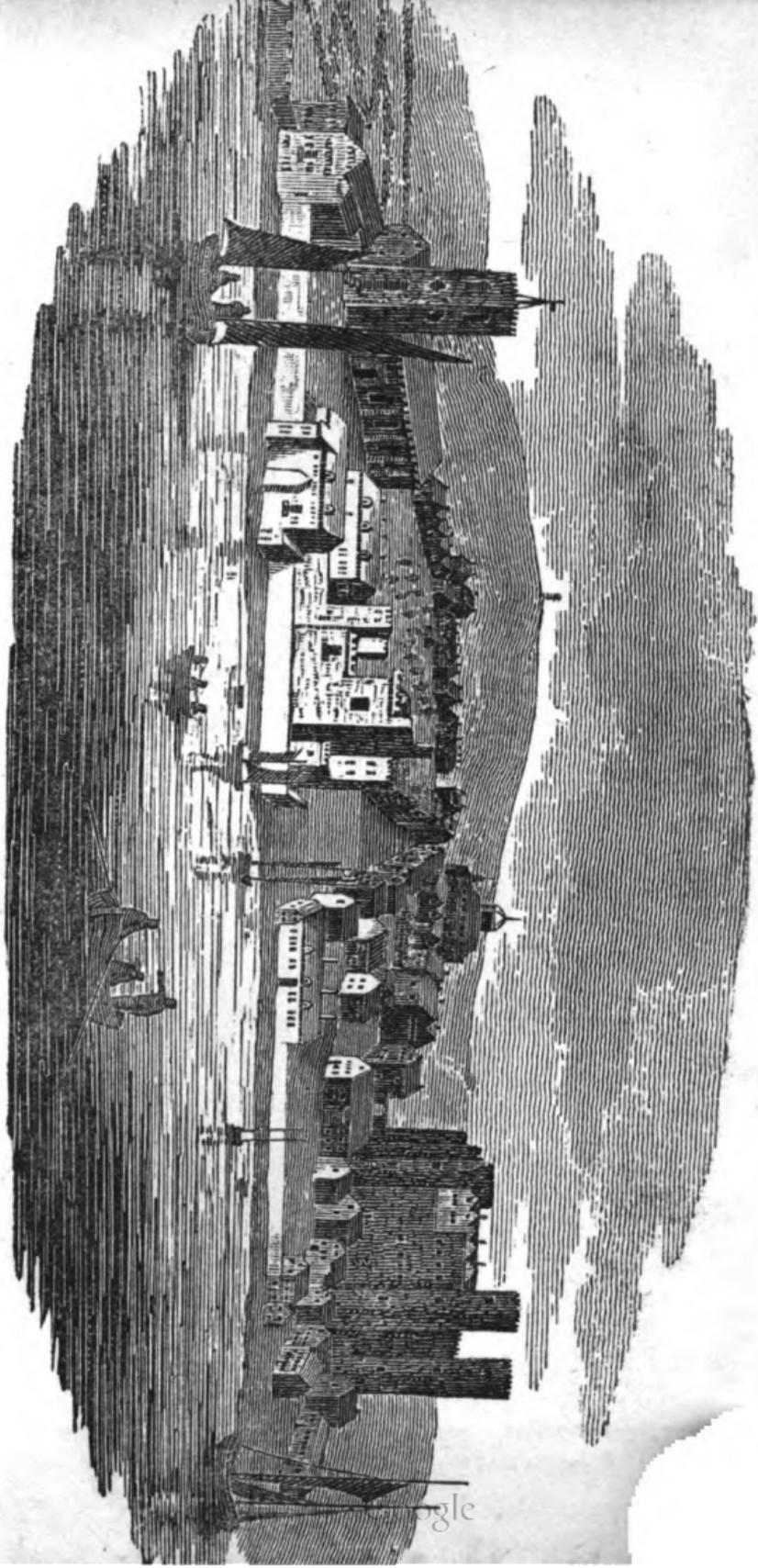
ANCIENT SEAL.



OLD TOWER, FORMERLY SITUATED IN WATER-STREET.



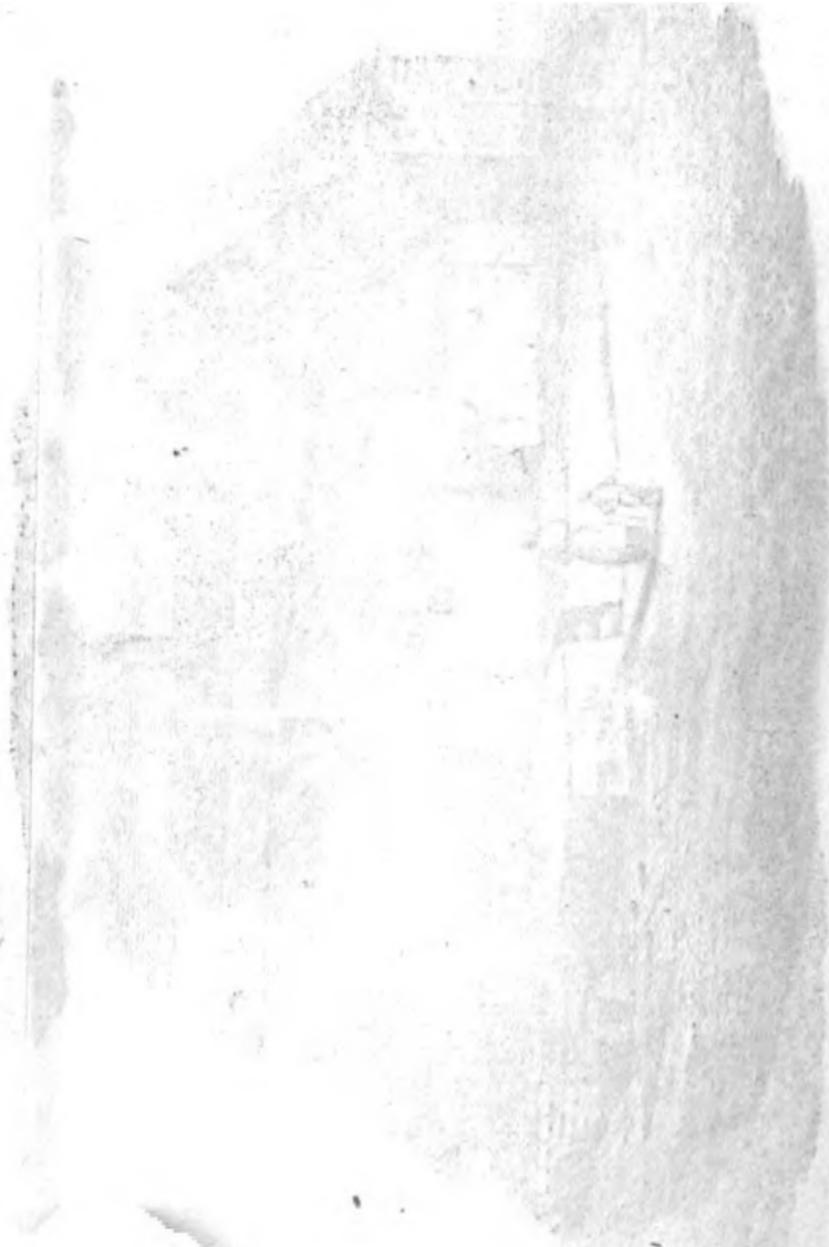
VIEW OF LIVERPOOL IN 1650.



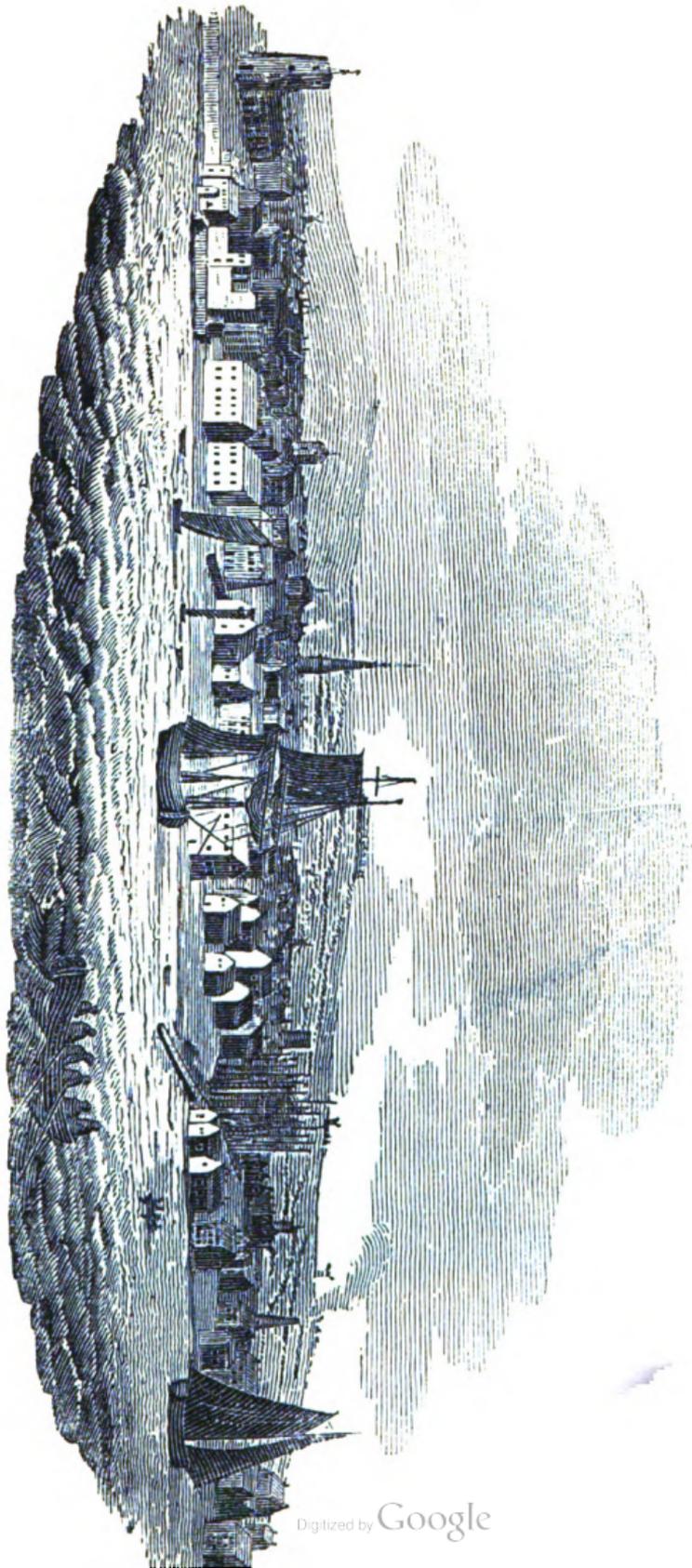
COTTAGE AT EVERTON, THE HEAD-QUARTERS OF PRINCE RUPERT, DURING THE SIEGE OF LIVERPOOL IN 1644.



FOR AT BENTON, THE HEAD QUARTERS OF THE
ARMY OF THE REPUBLIC OF THE UNITED STATES
OF AMERICA



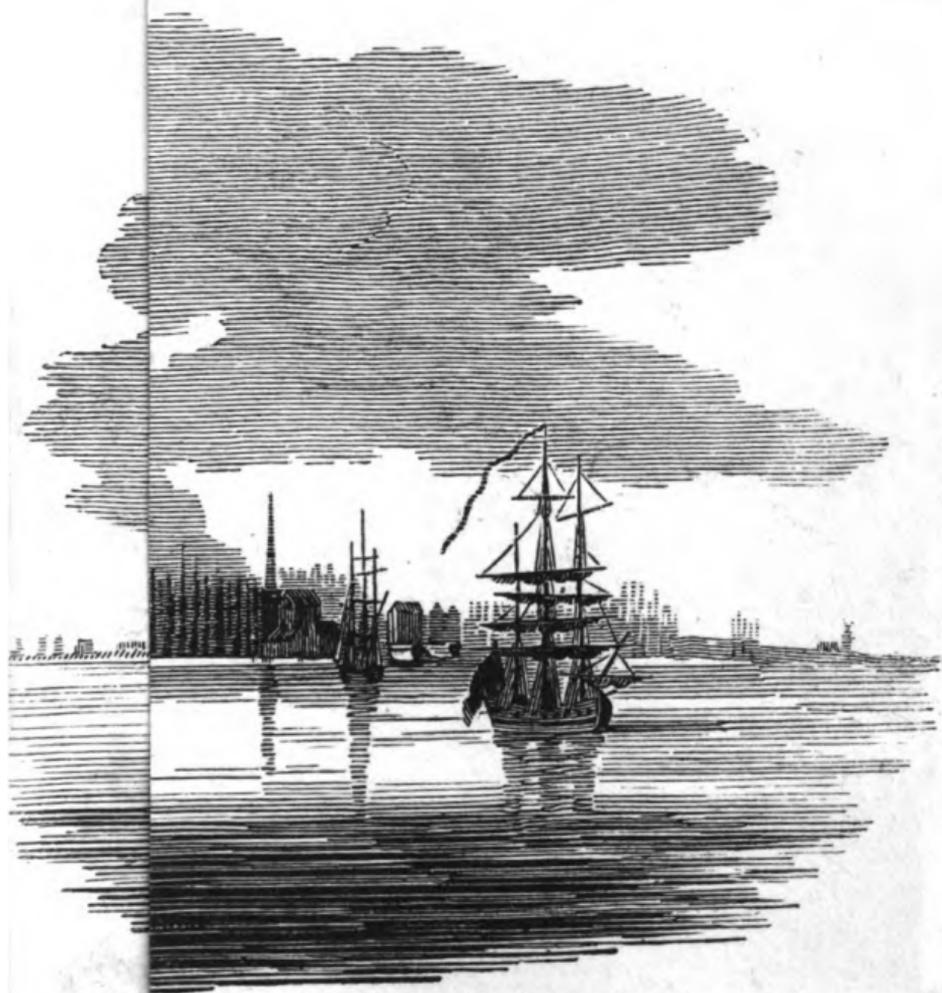
VIEW OF LIVERPOOL IN 1730.



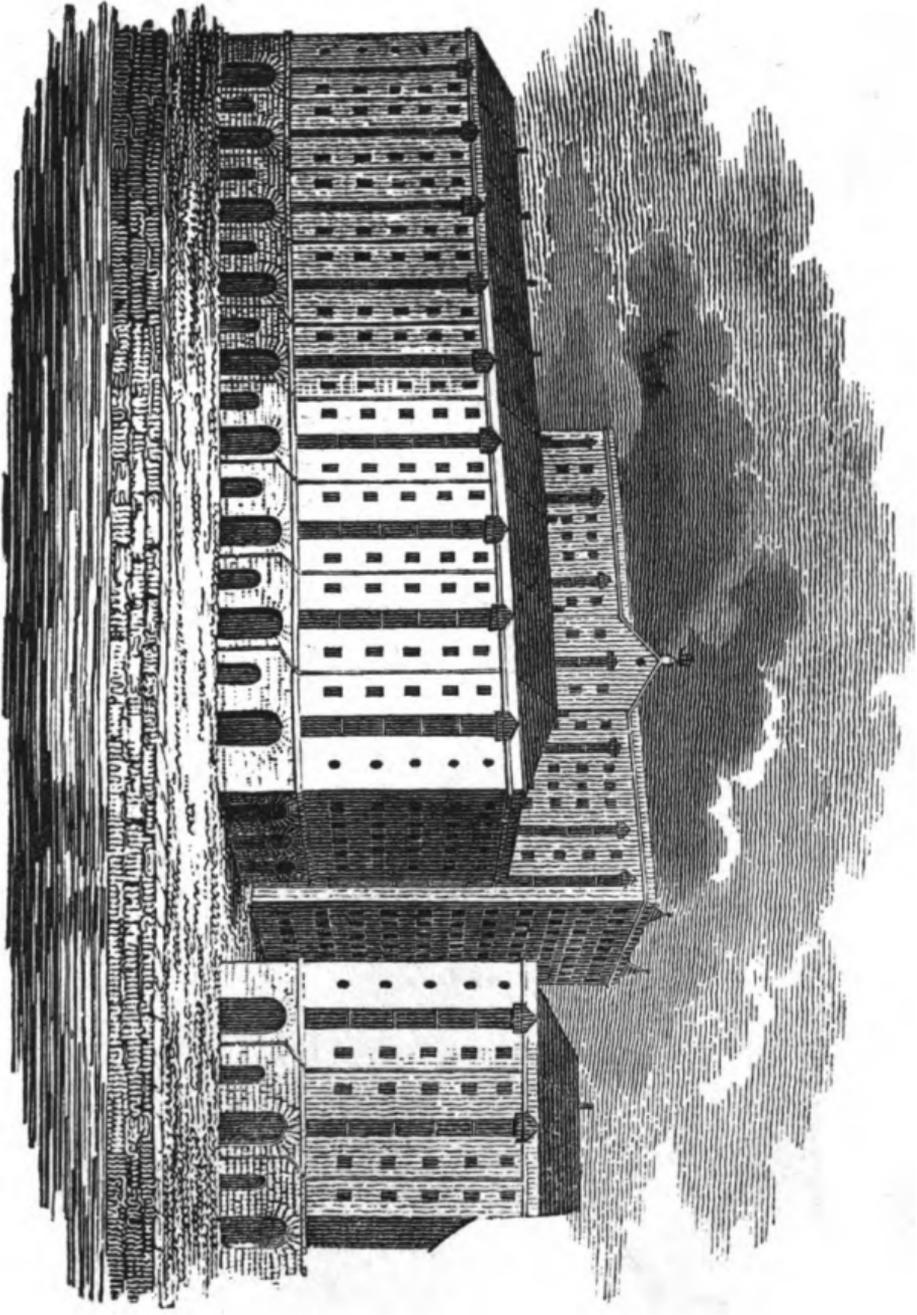
THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

PHYSICS 309



GOREE WAREHOUSES.

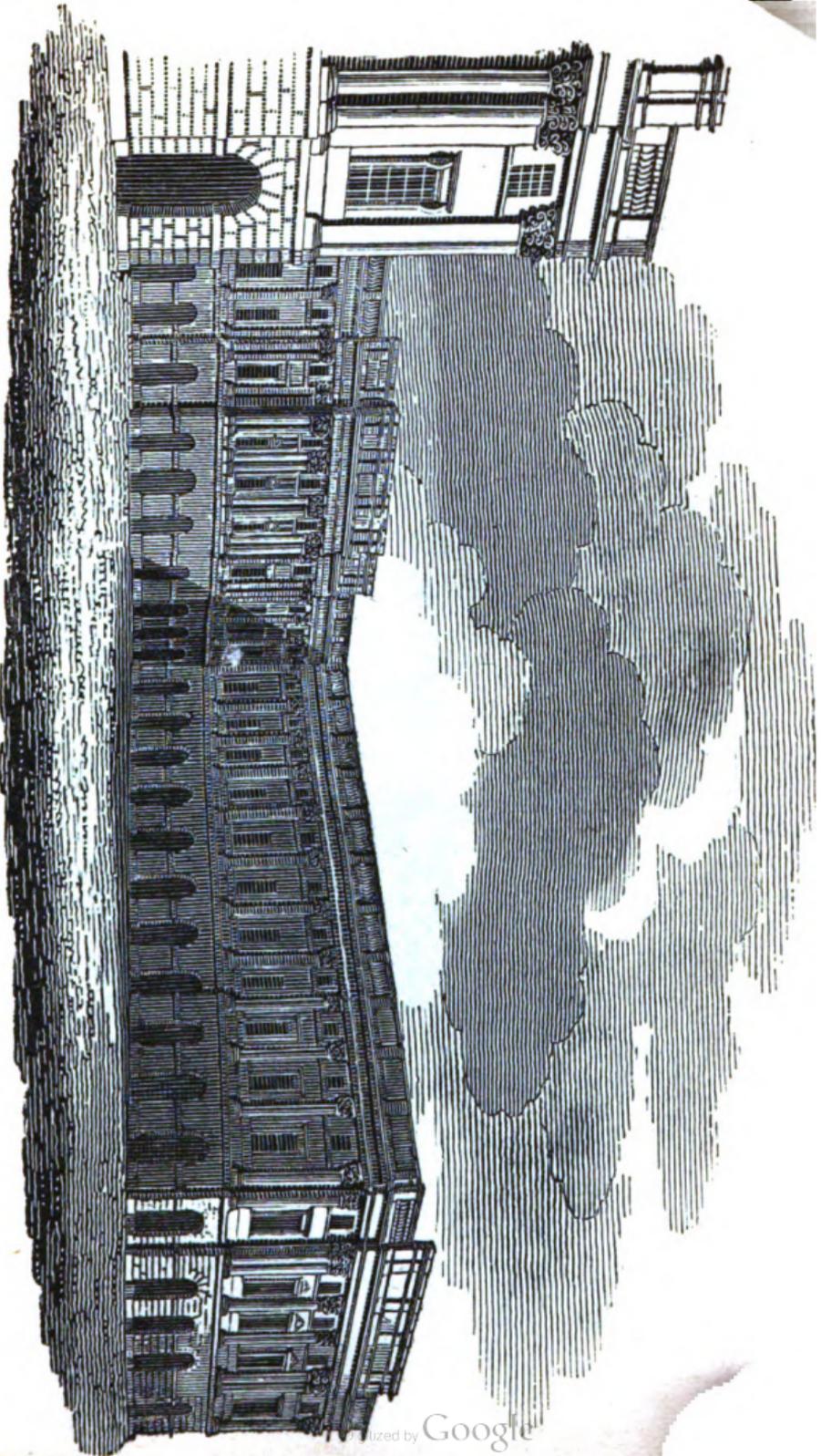


7

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TOWN-HALL.

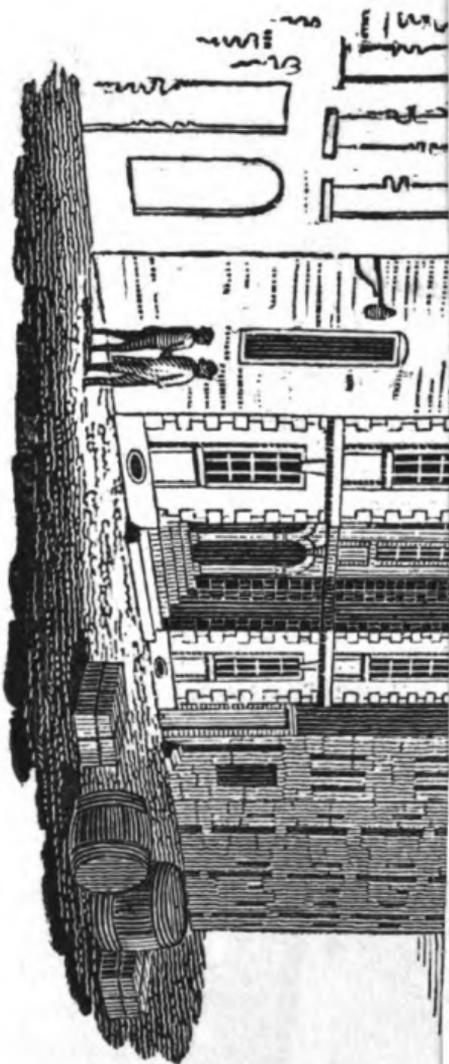




EXCHANGE-BUILDINGS.

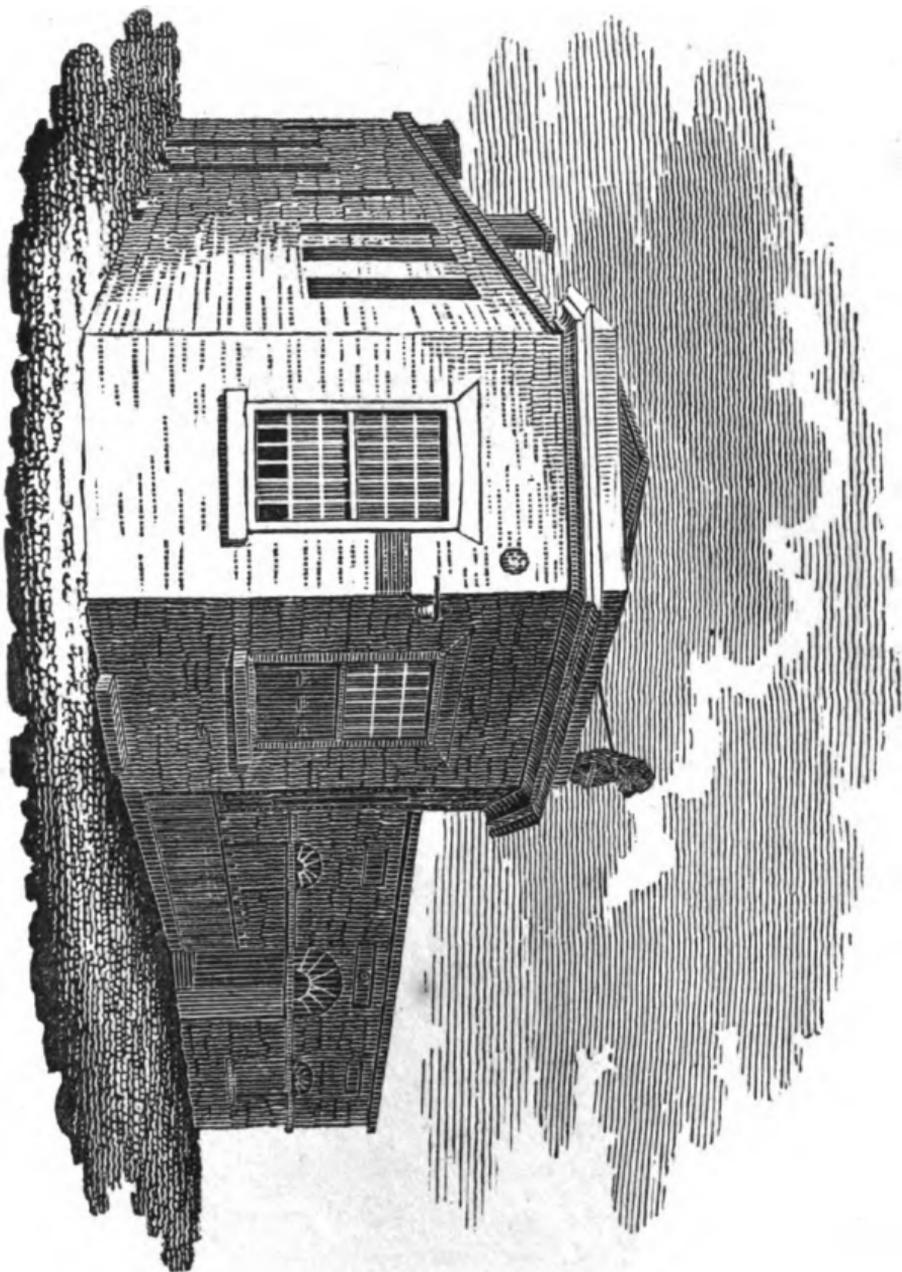


CUSTOM-HOUSE.

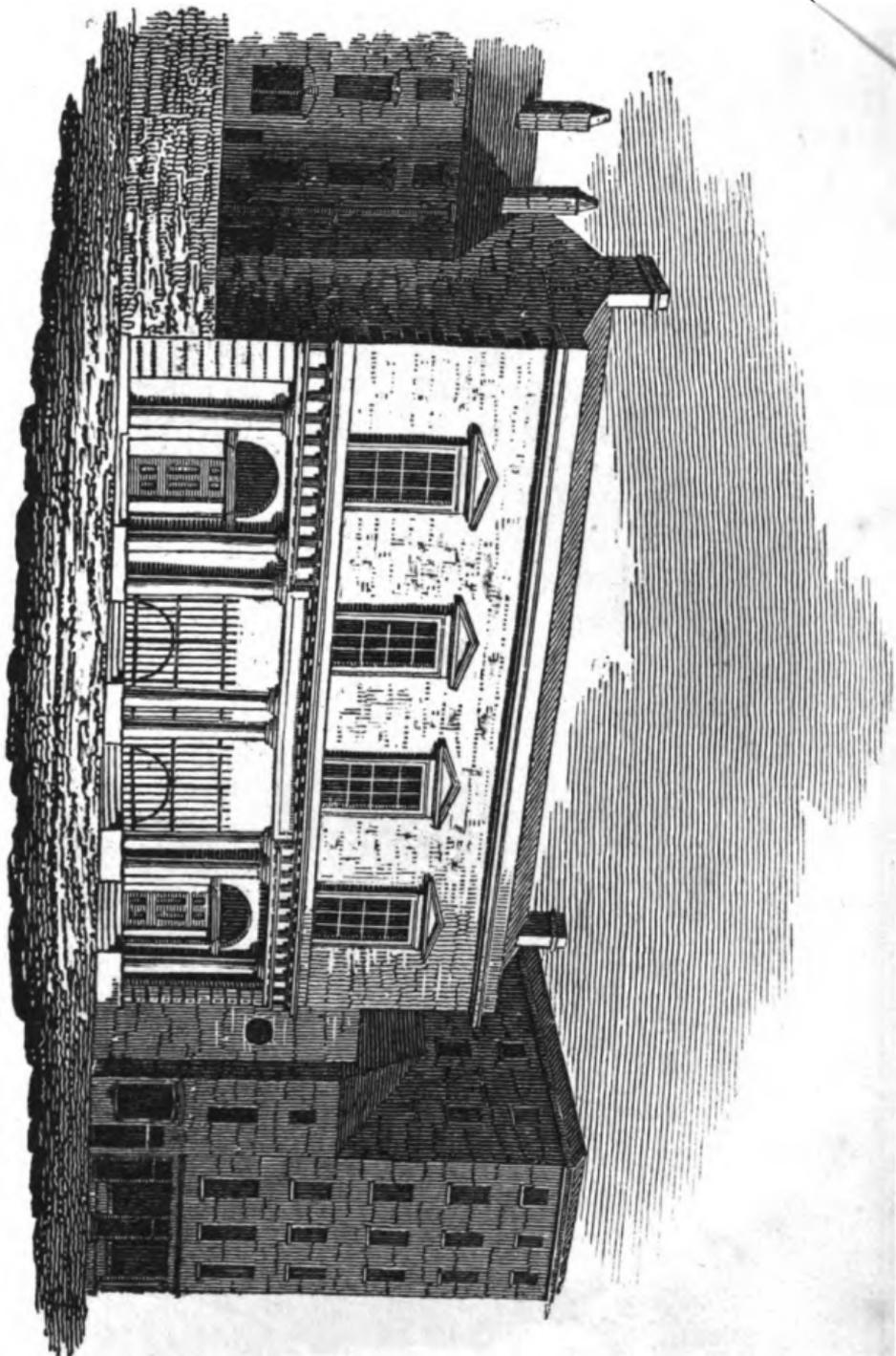




POSTOFFICE.

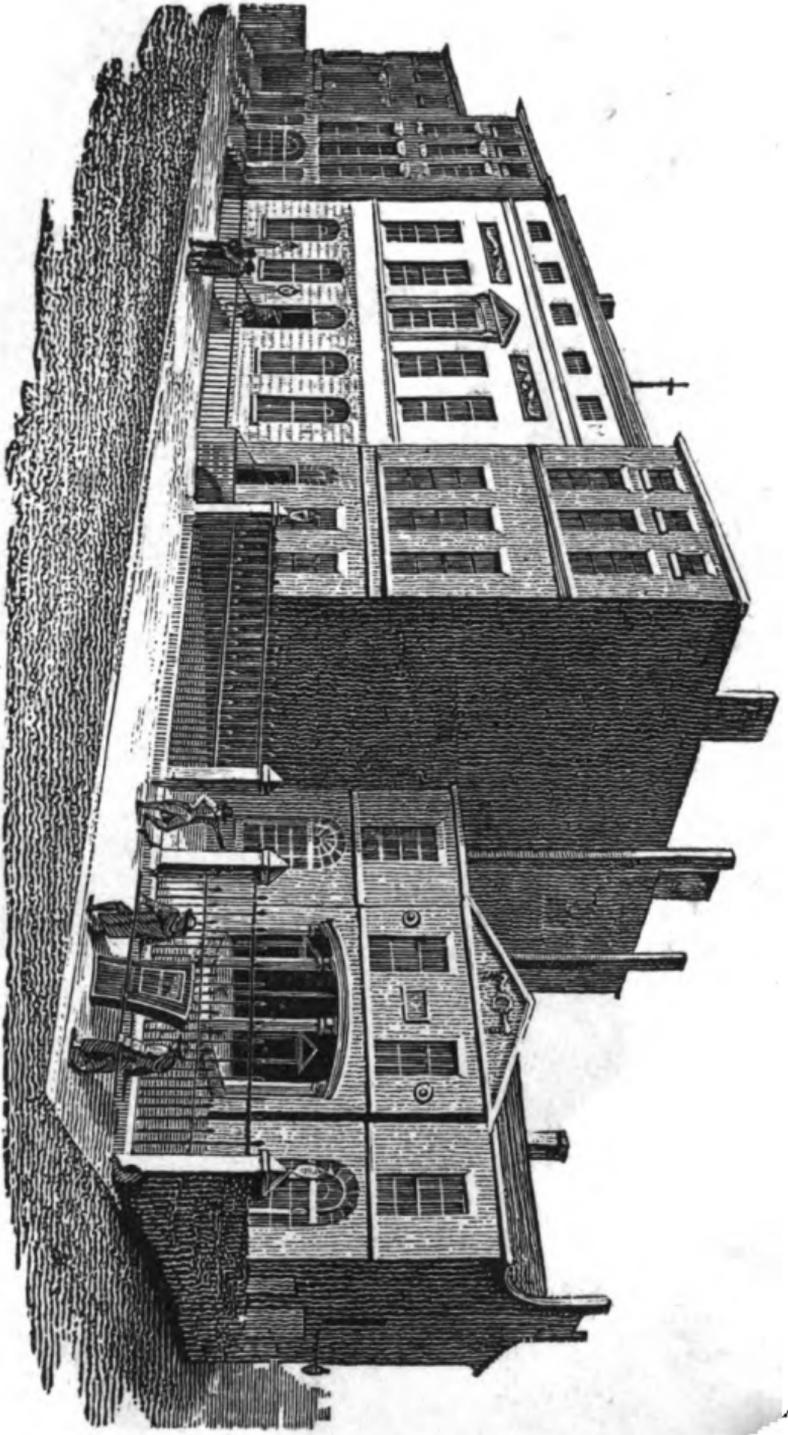


CORN EXCHANGE.

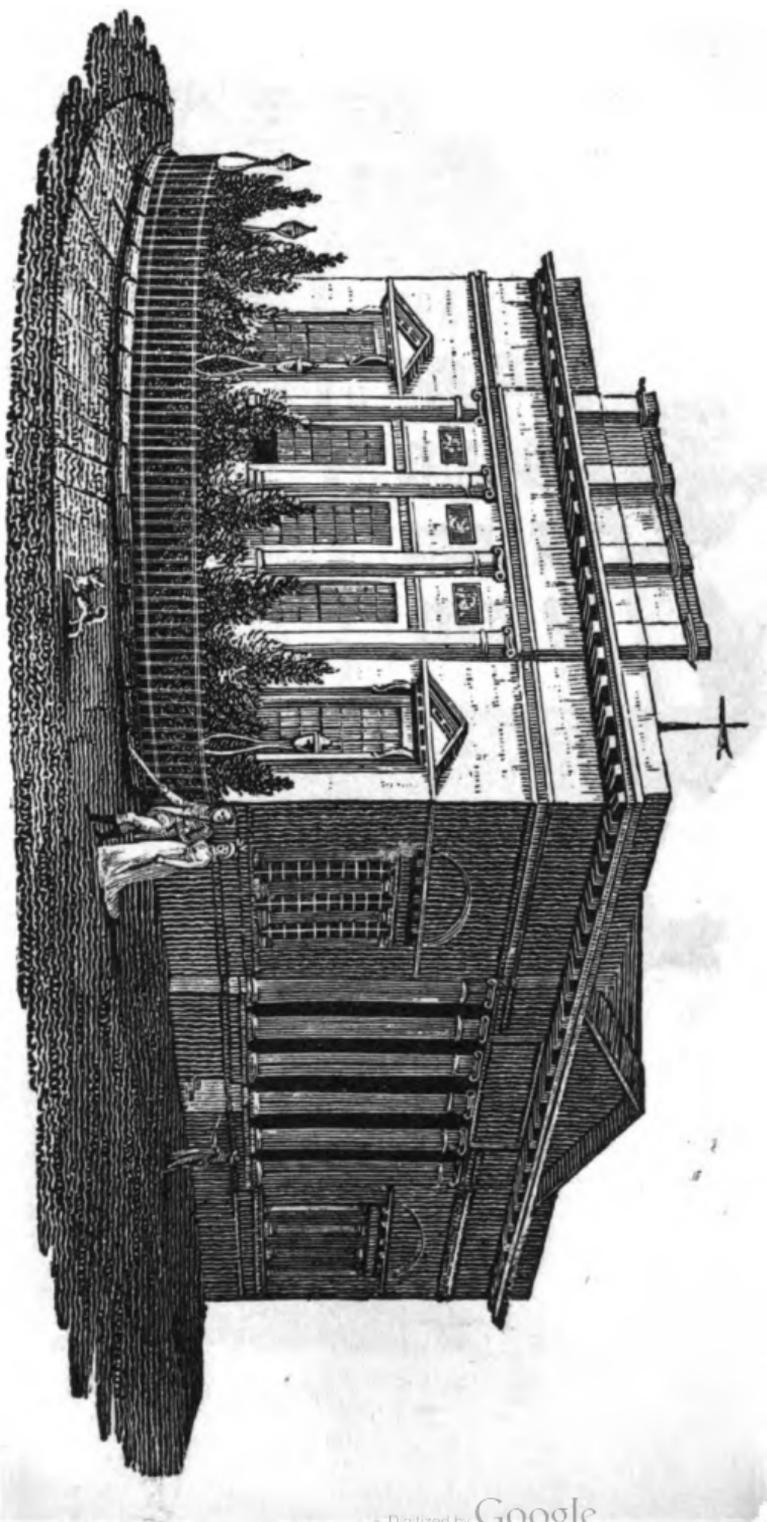




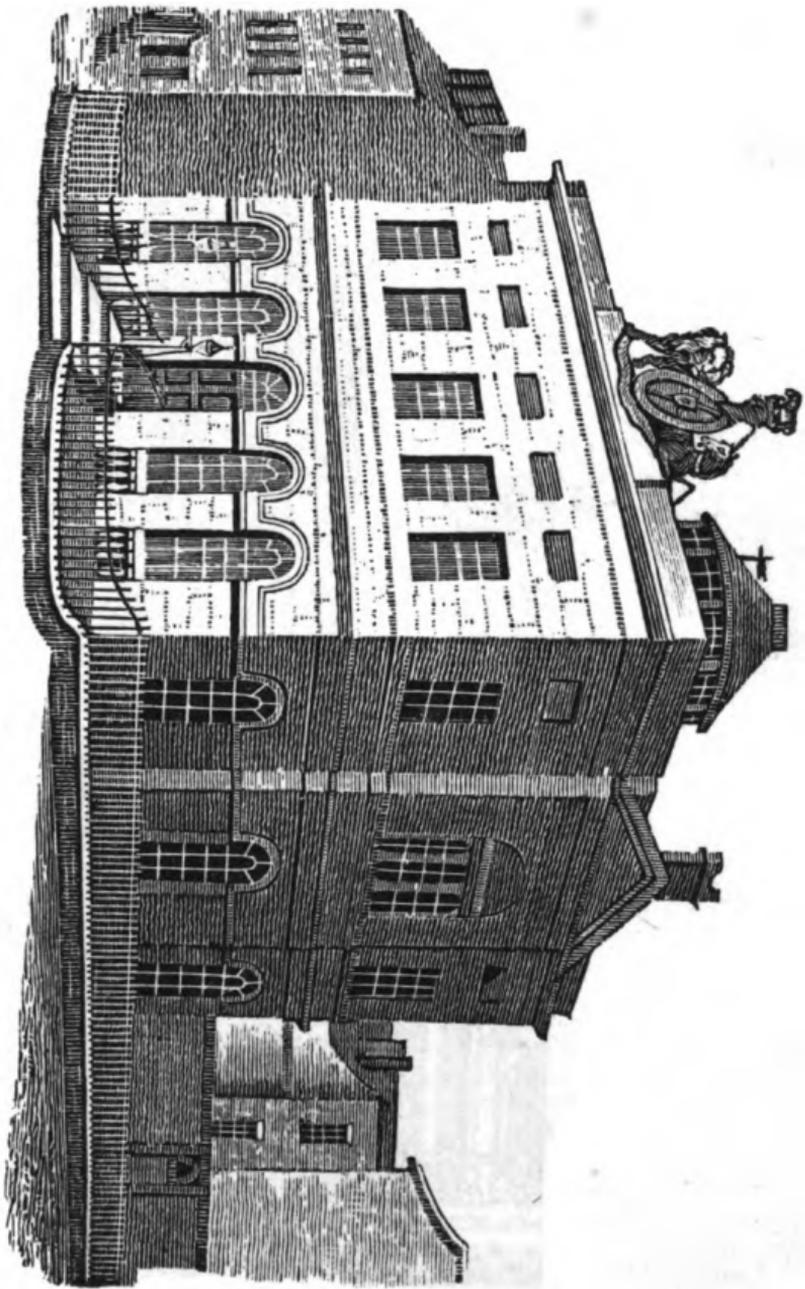
ATHENAEUM.

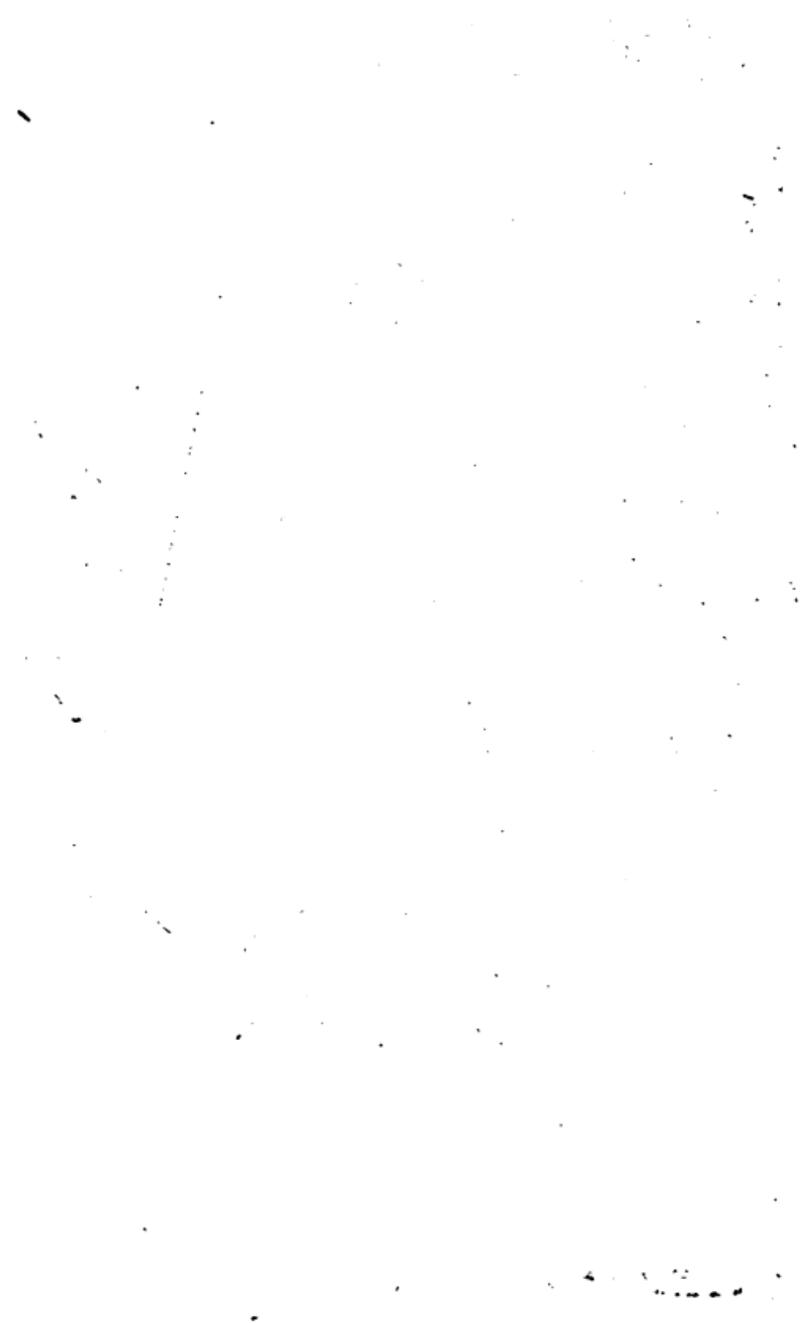


LYCEUM.



UNION NEWS-ROOM.

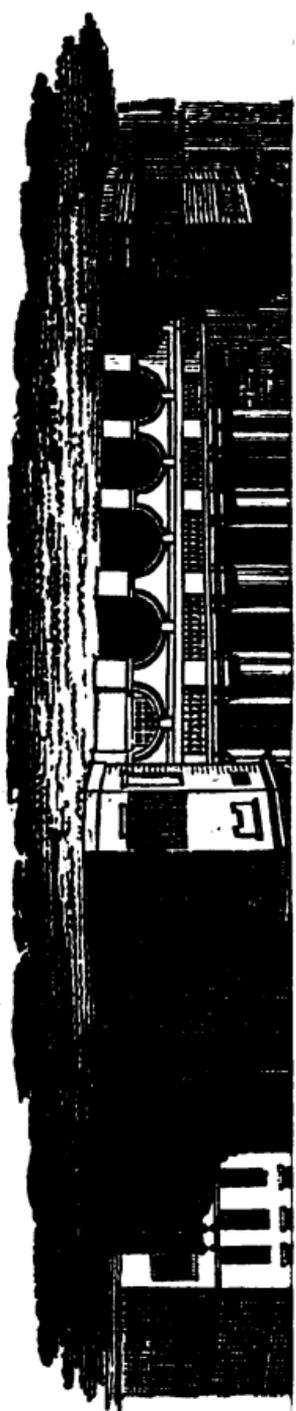


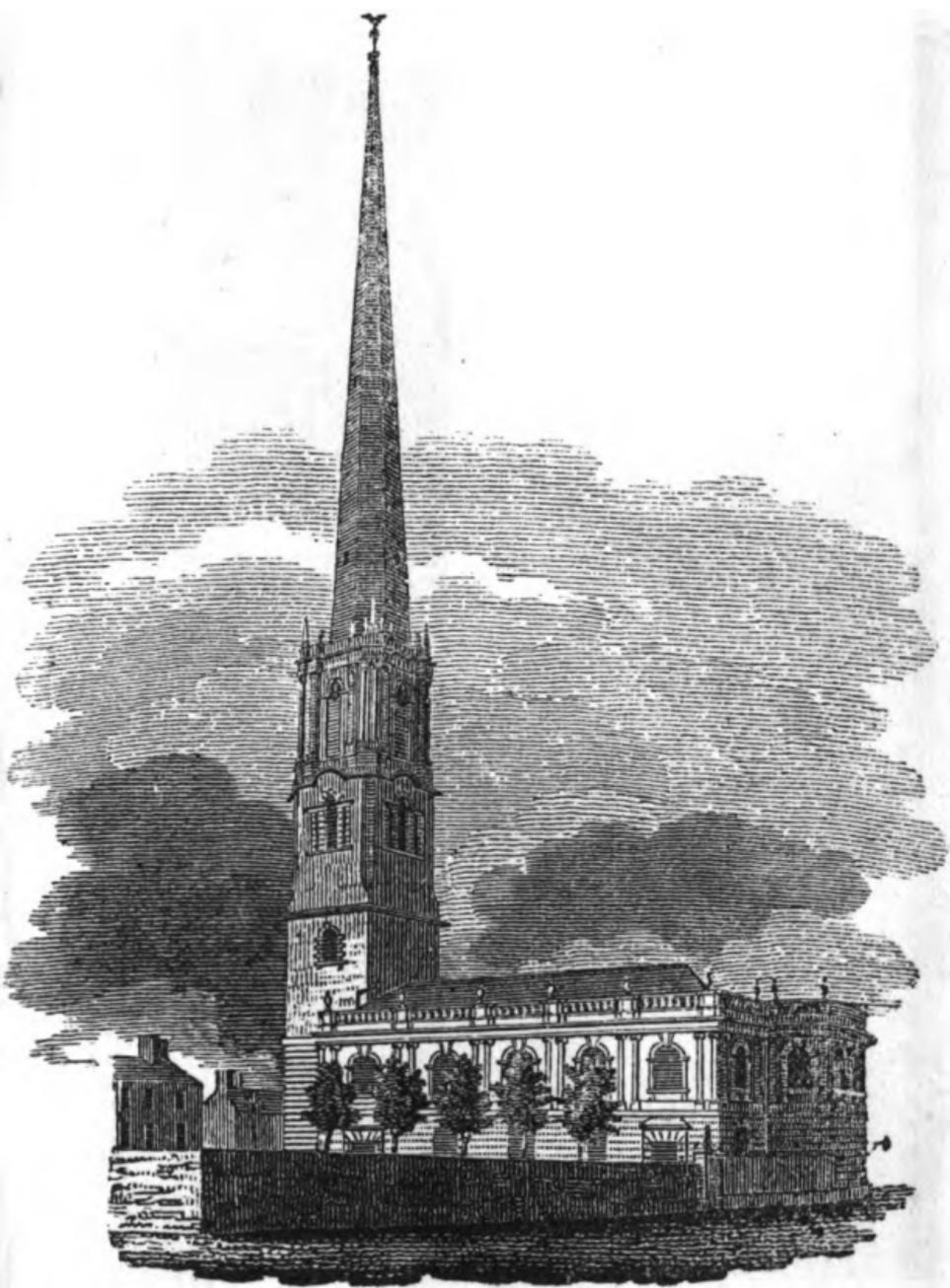




ST. NICHOLAS'S

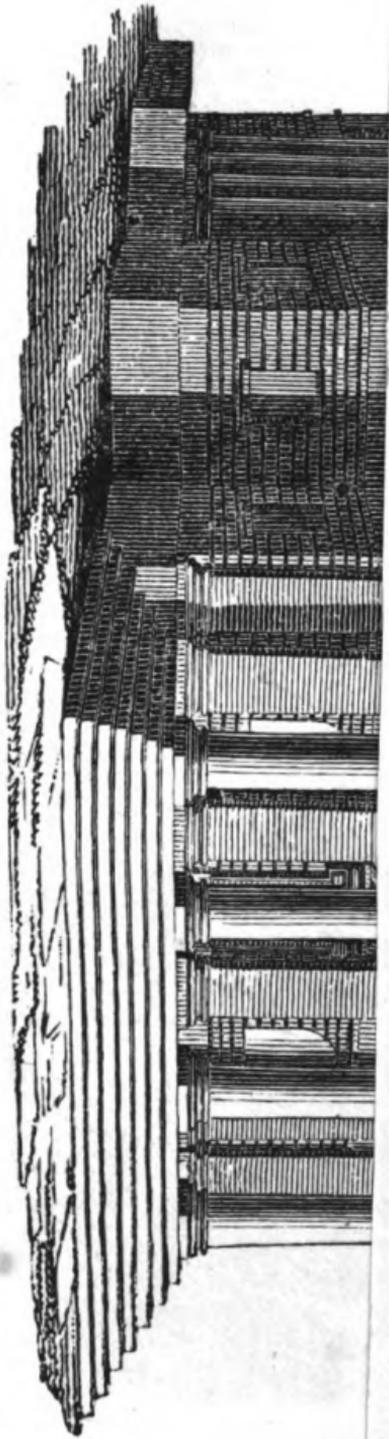
ST. GEORGES CHURCH.



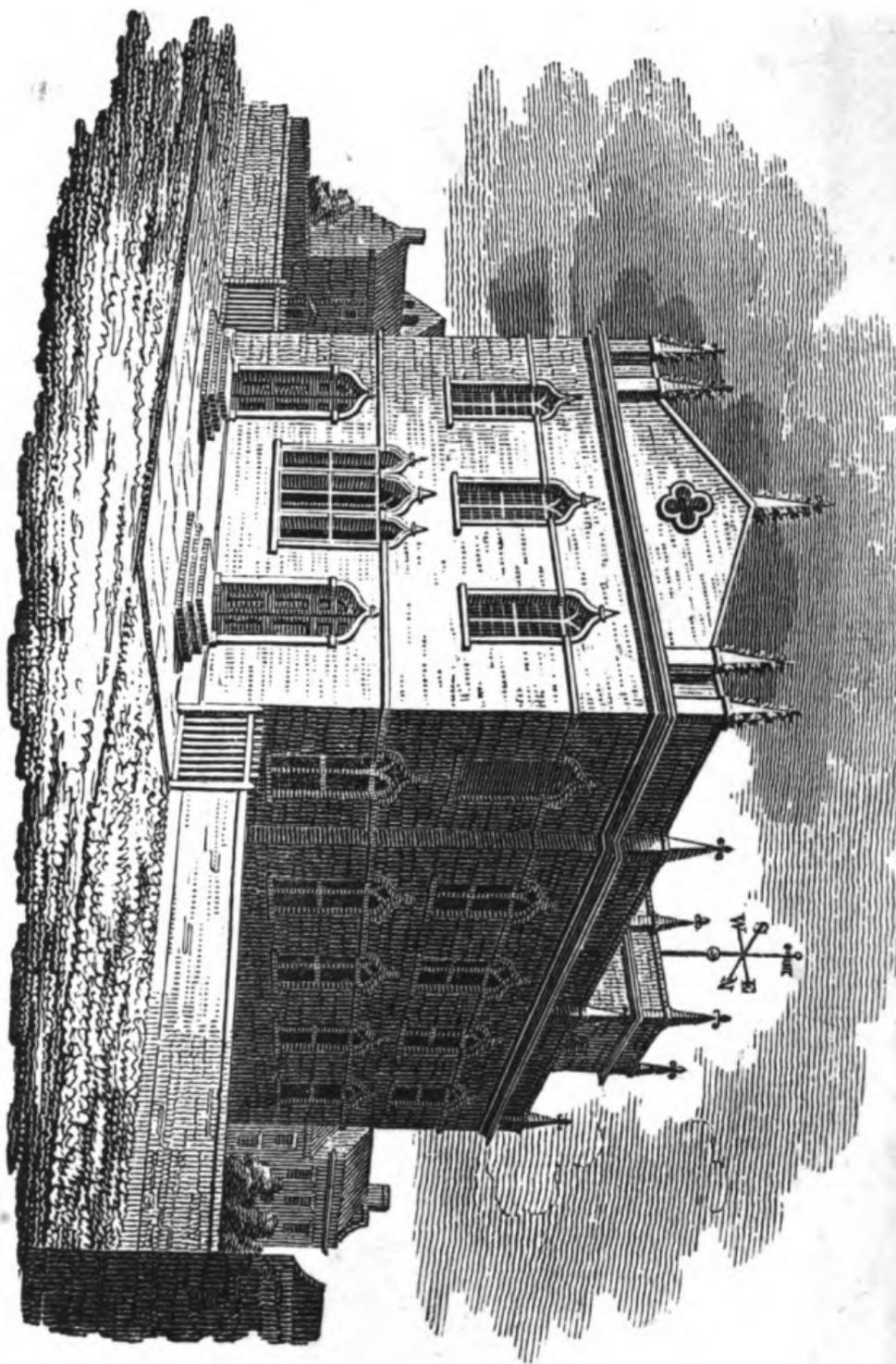


ST. THOMAS'S CHURCH.

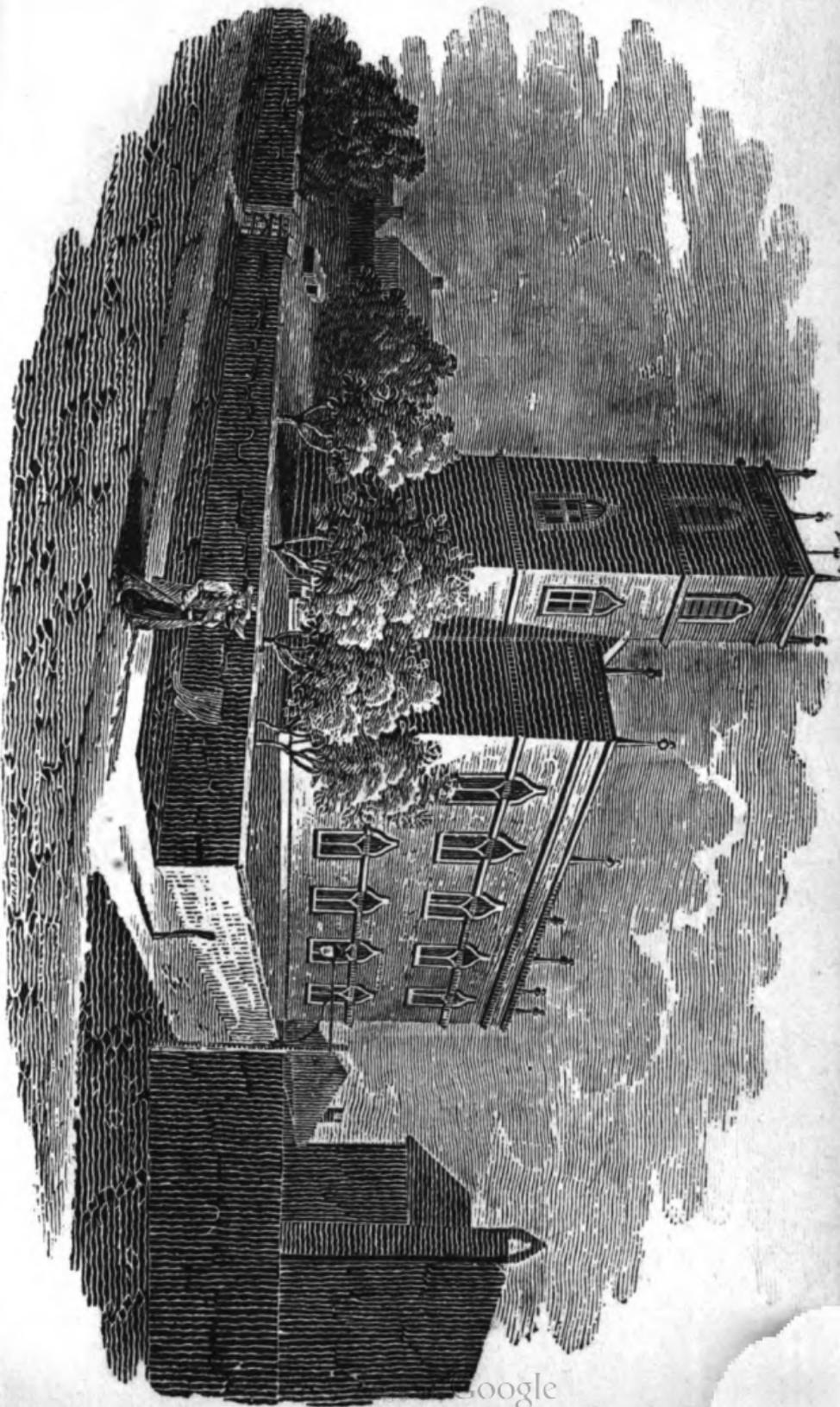
ST. PAUL'S CHURCH.



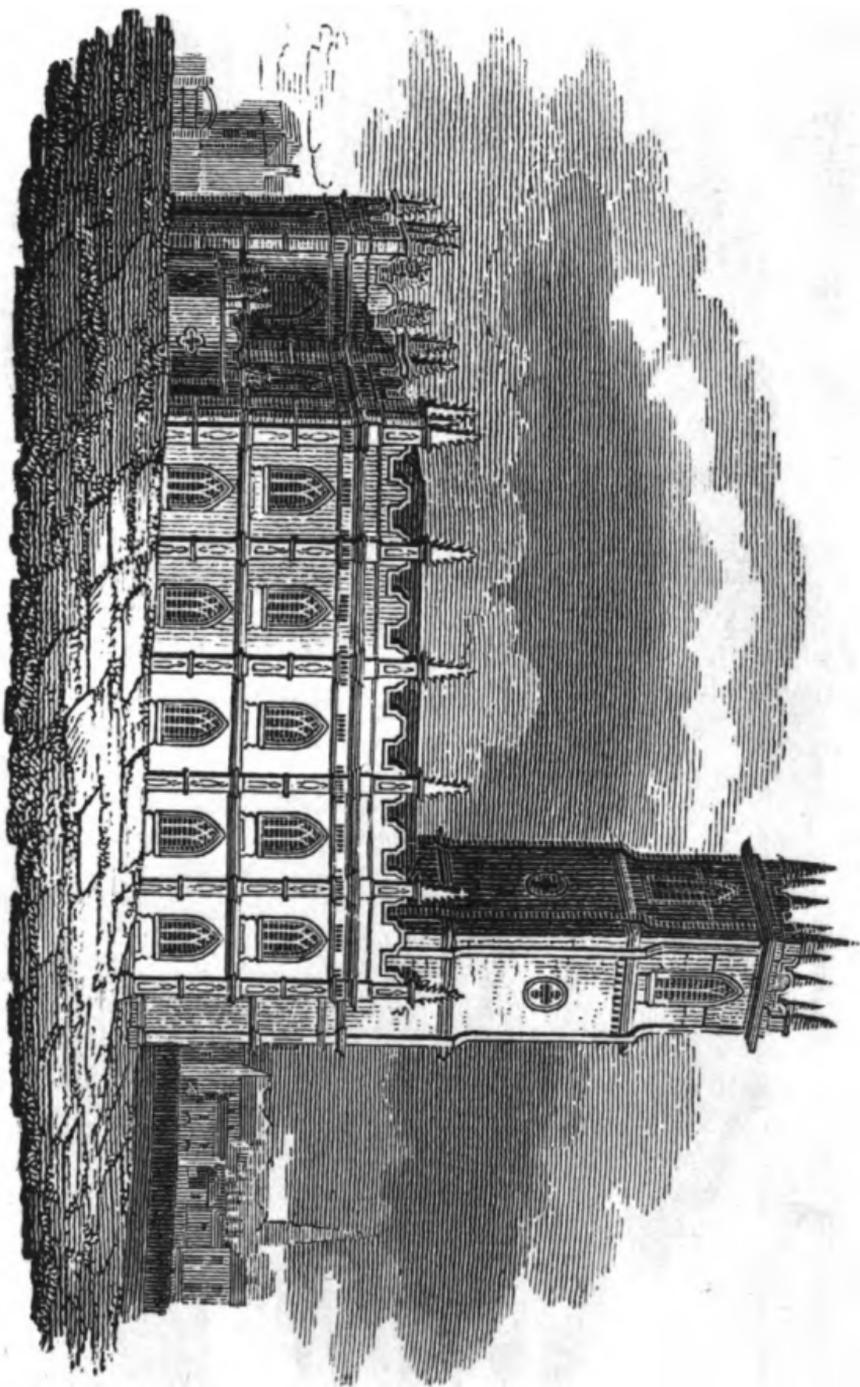
ST. ANNES CHURCH.



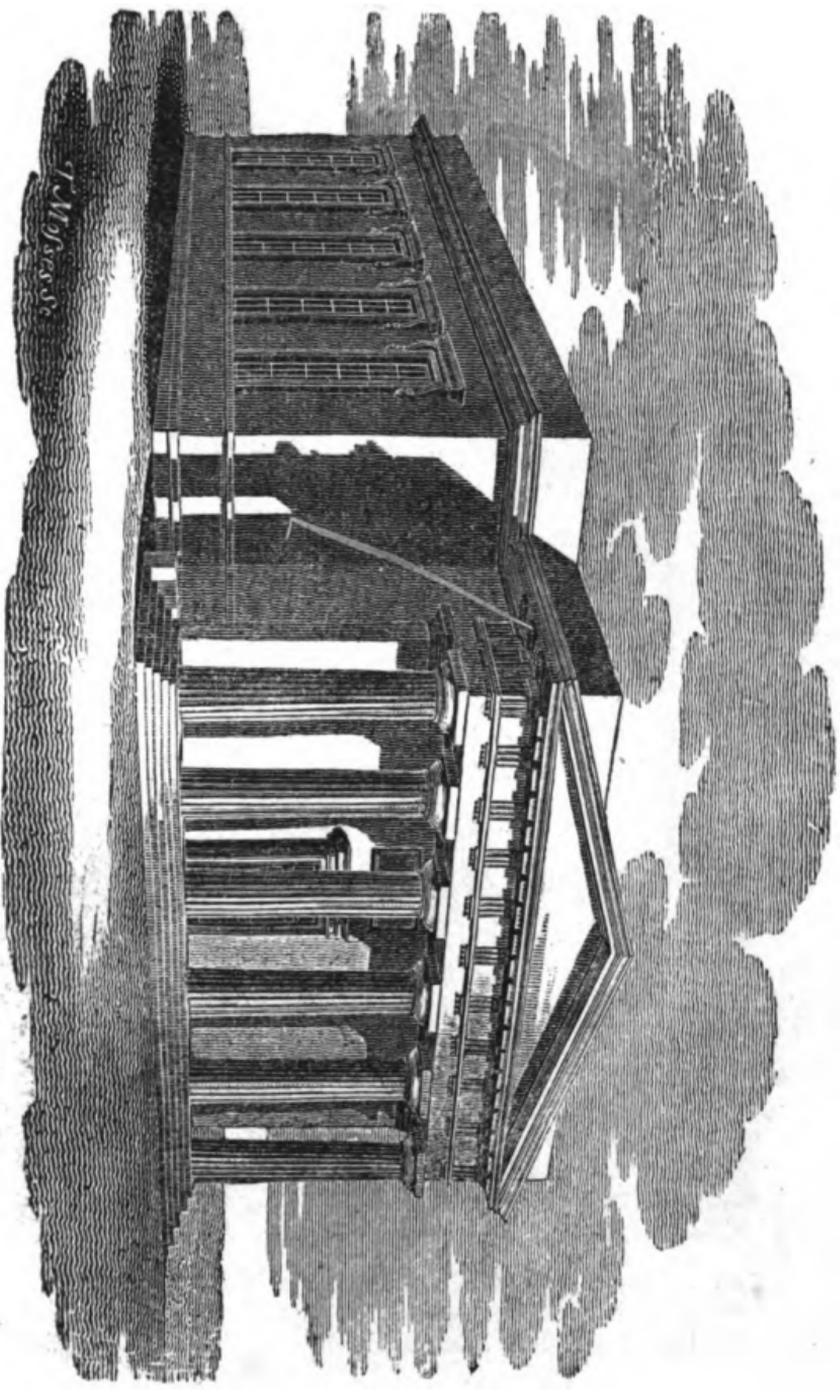
NORTHWEST VIEW OF ST. ANNES'S CHURCH.



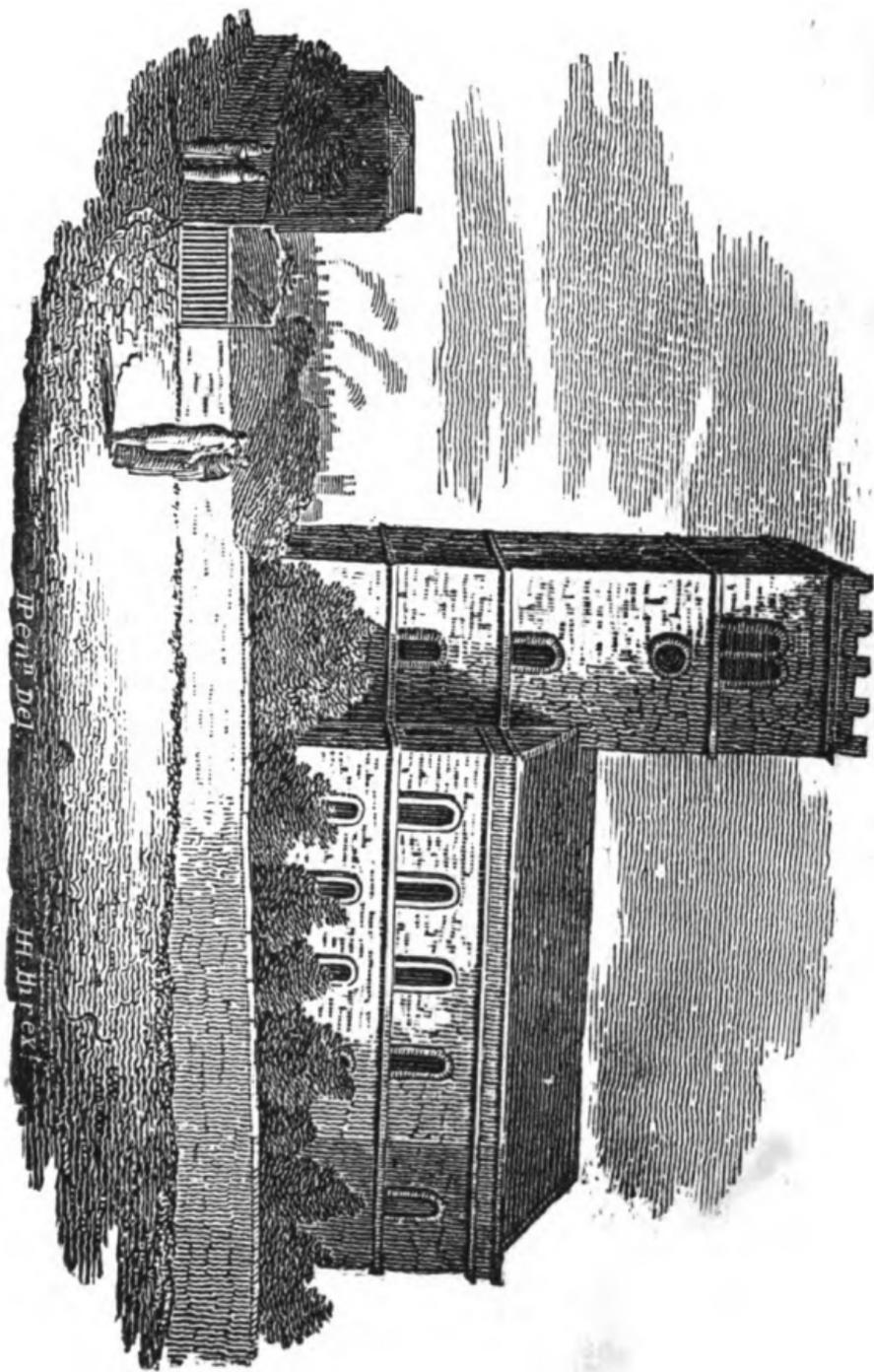
ST. JOHN'S CHURCH.



CHURCH OF THE SCHOOL FOR THE BLIND.

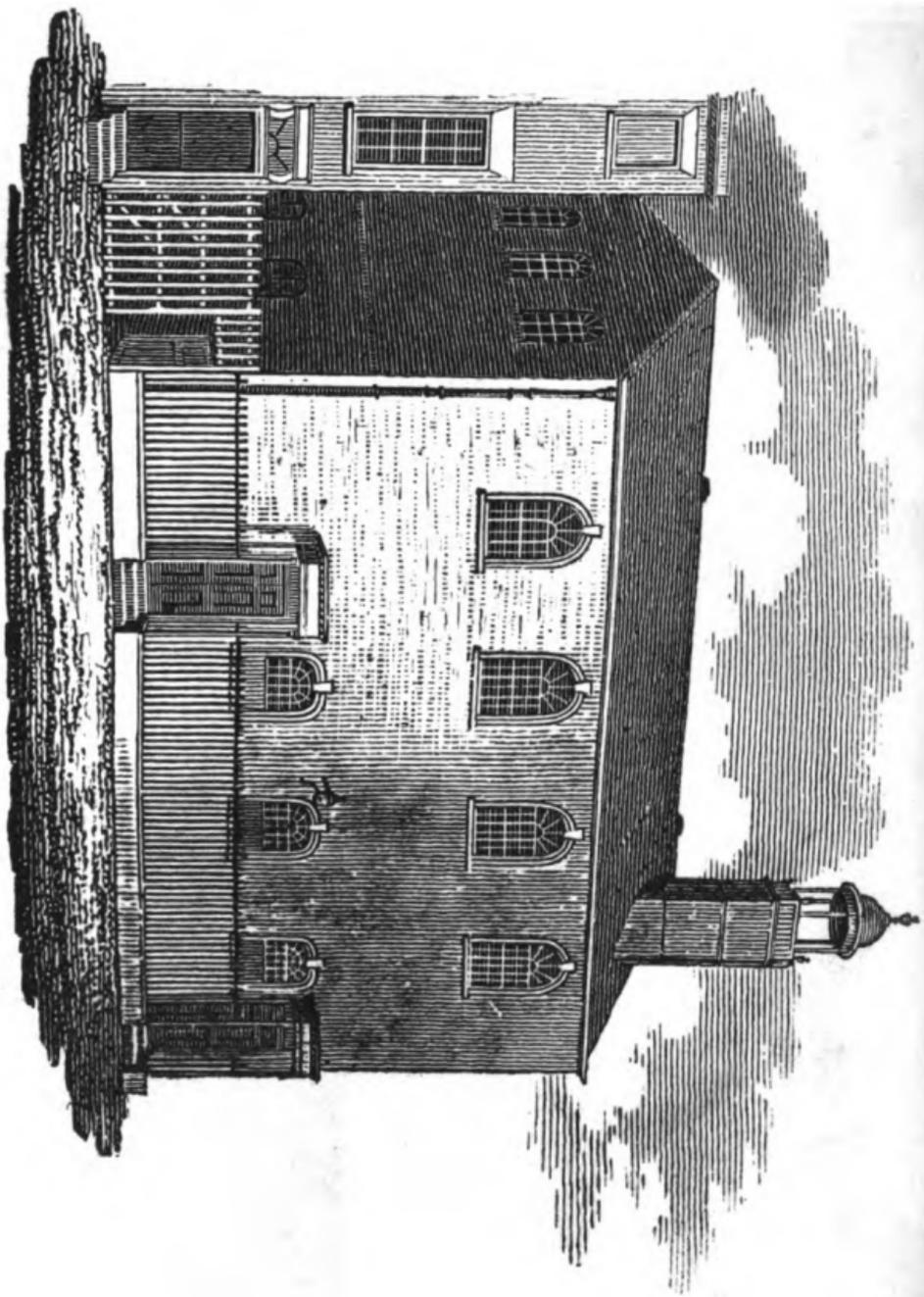


ST. JAMES'S CHURCH.



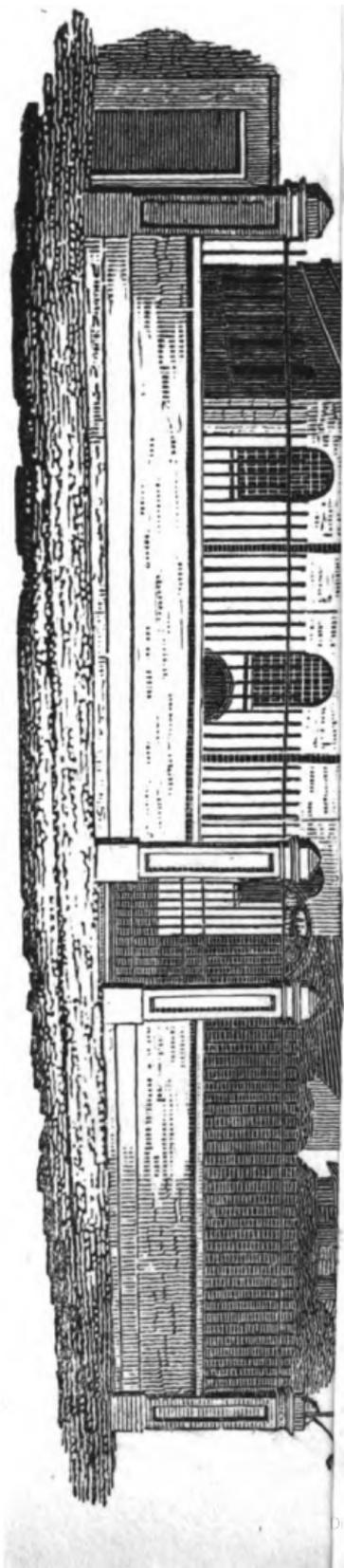


ST. STEPHEN'S CHURCH.



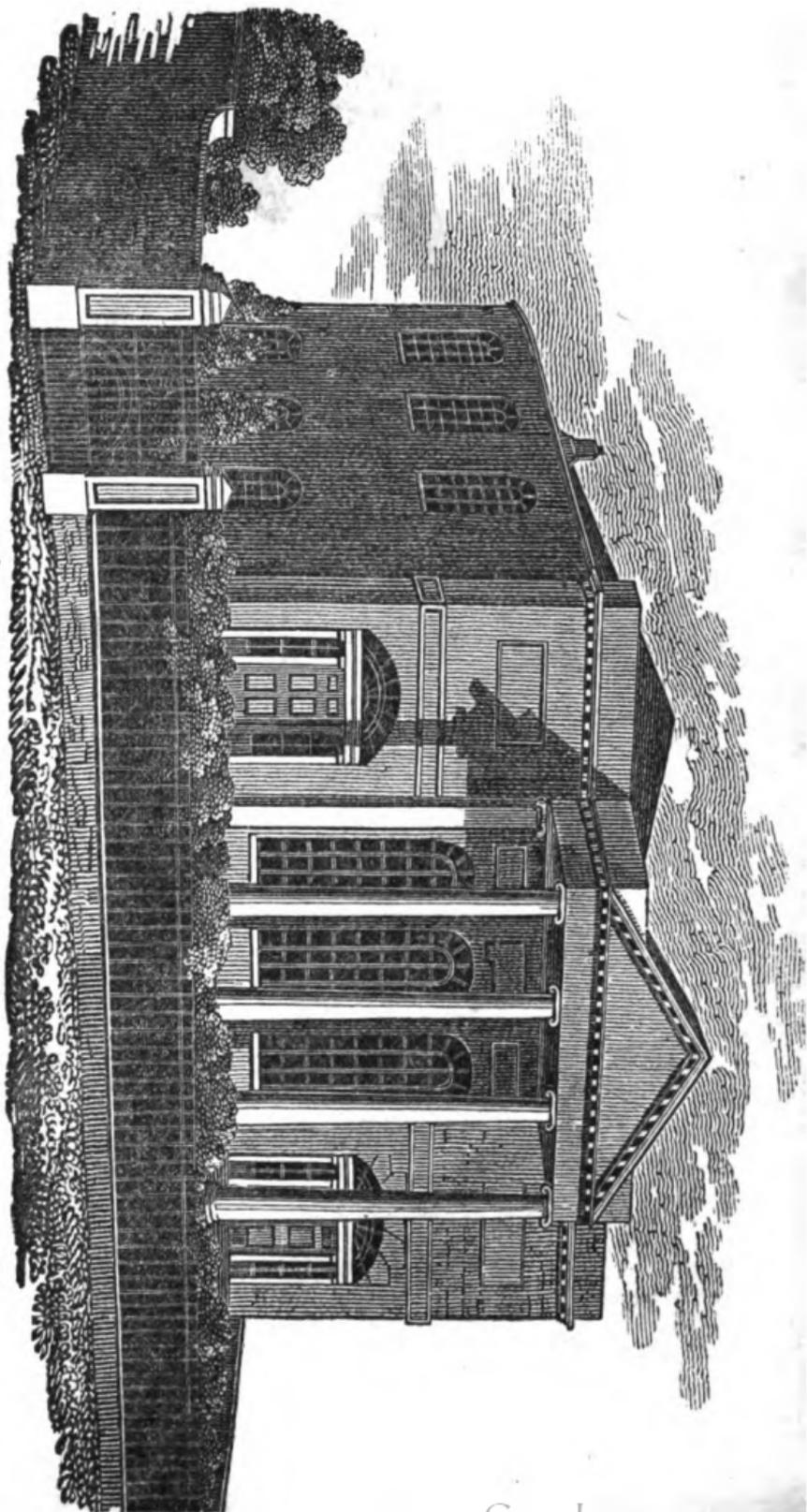


CHRIST'S CHURCH.



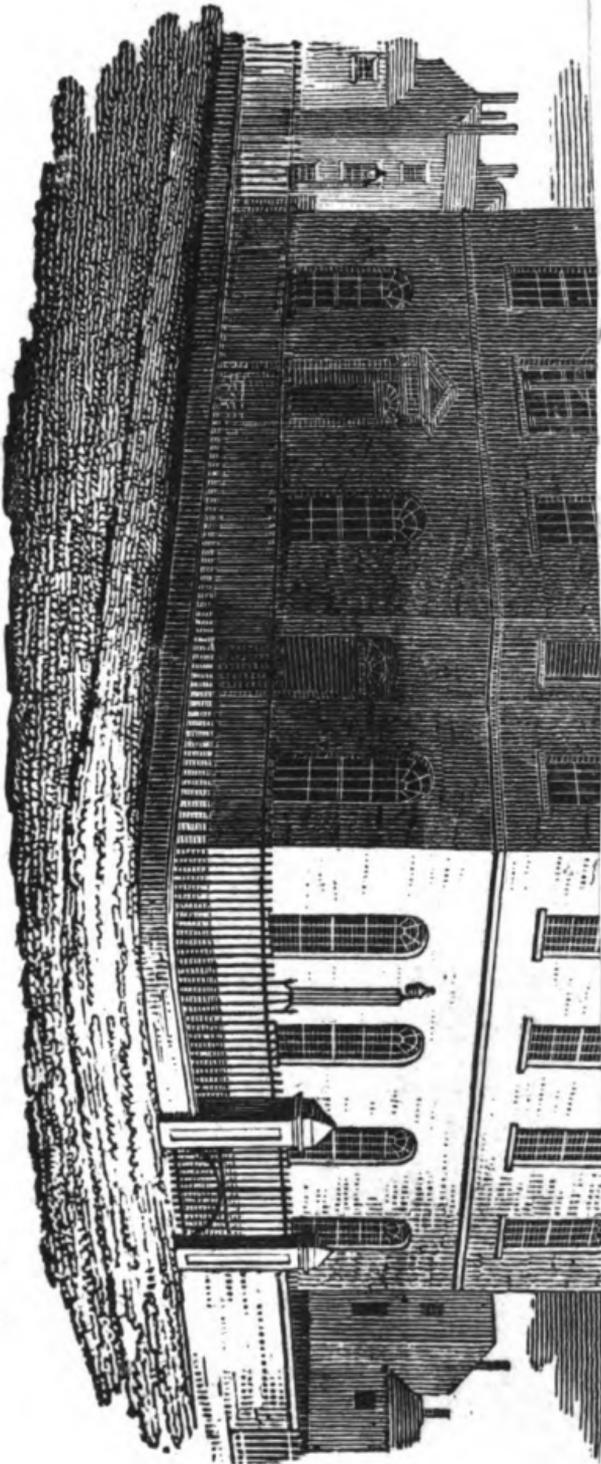


BRUNSWICK CHAPEL.



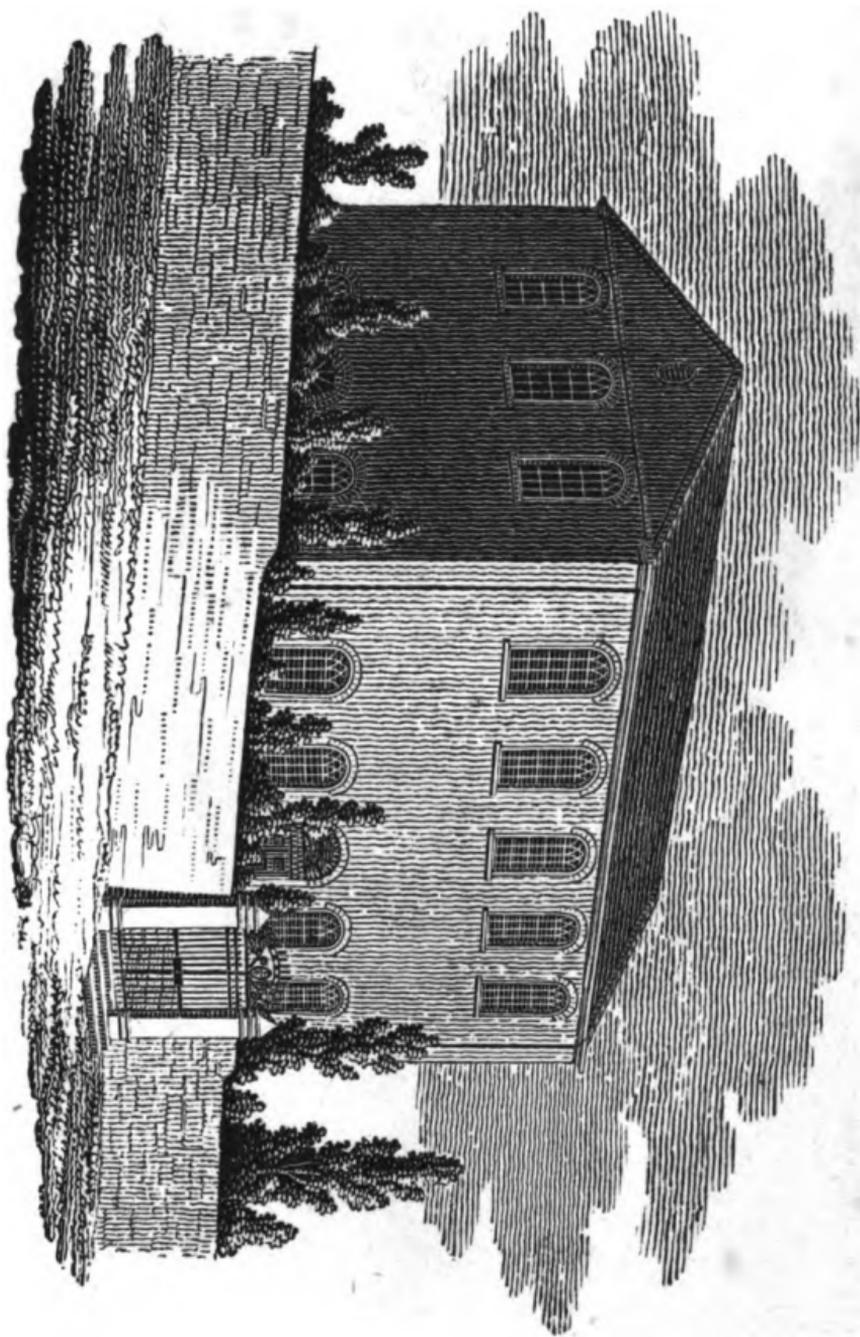


LEEDS-STREET CHAPEL.



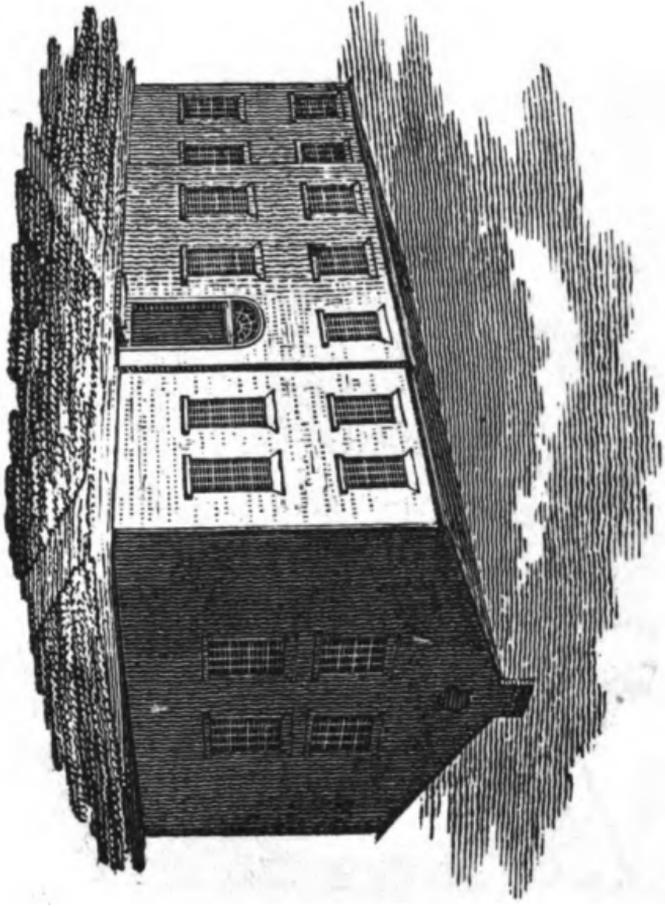


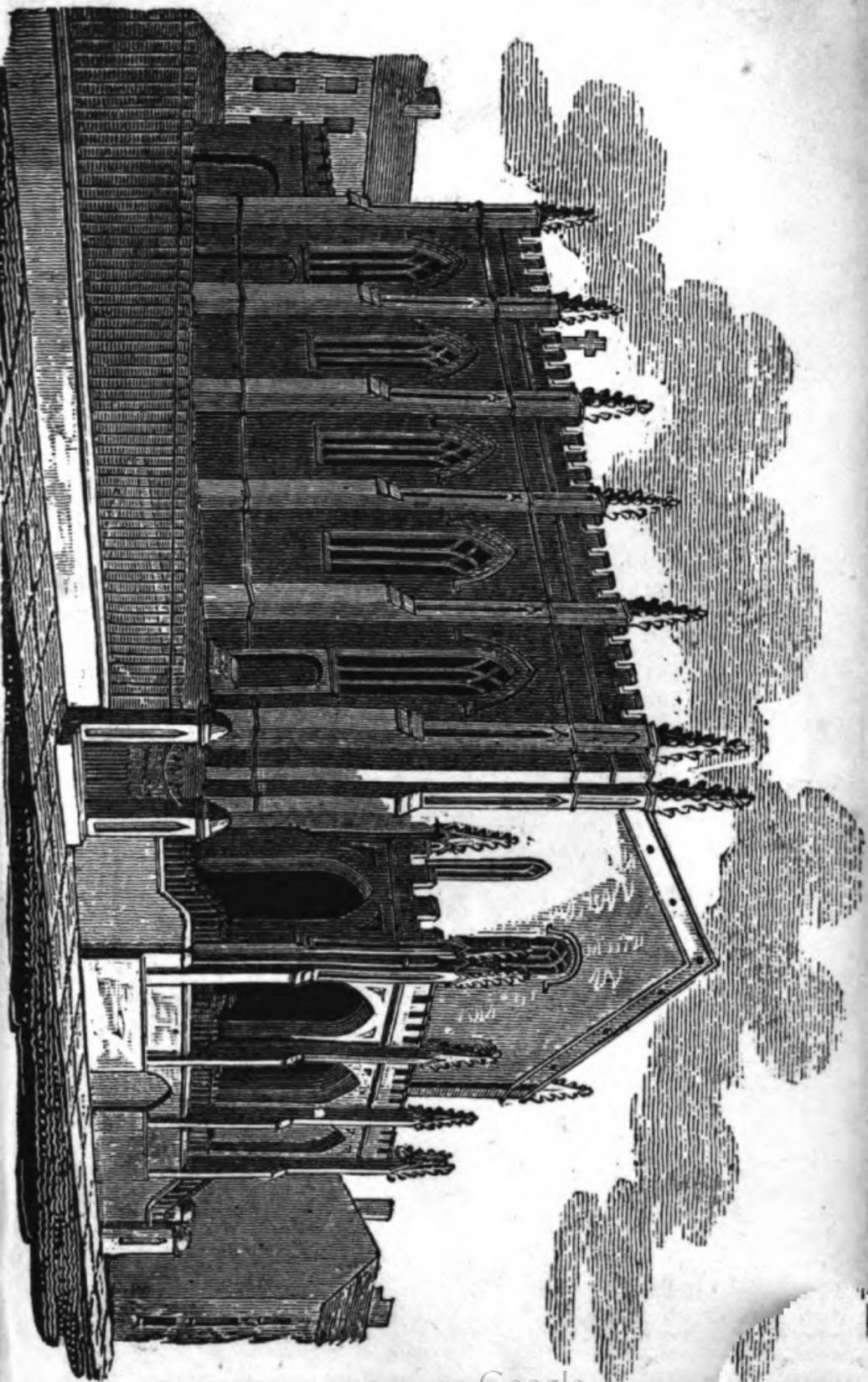
SCOTCH KIRK.





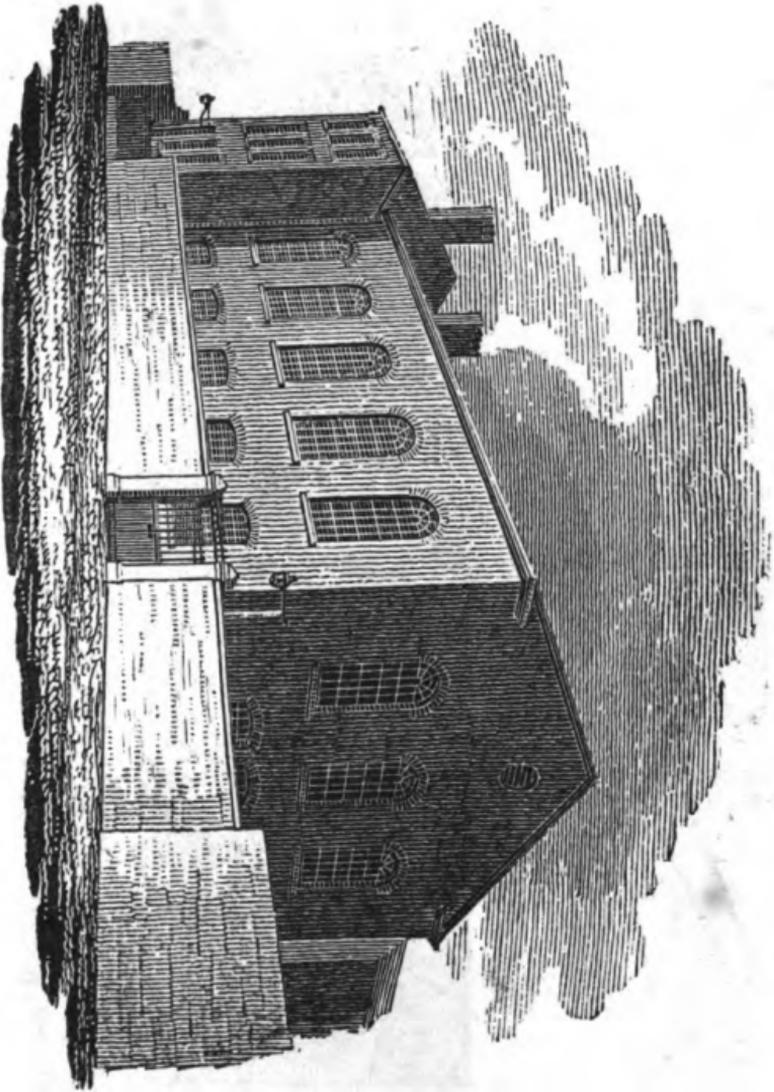
QUAKERS' MEETING-HOUSE.





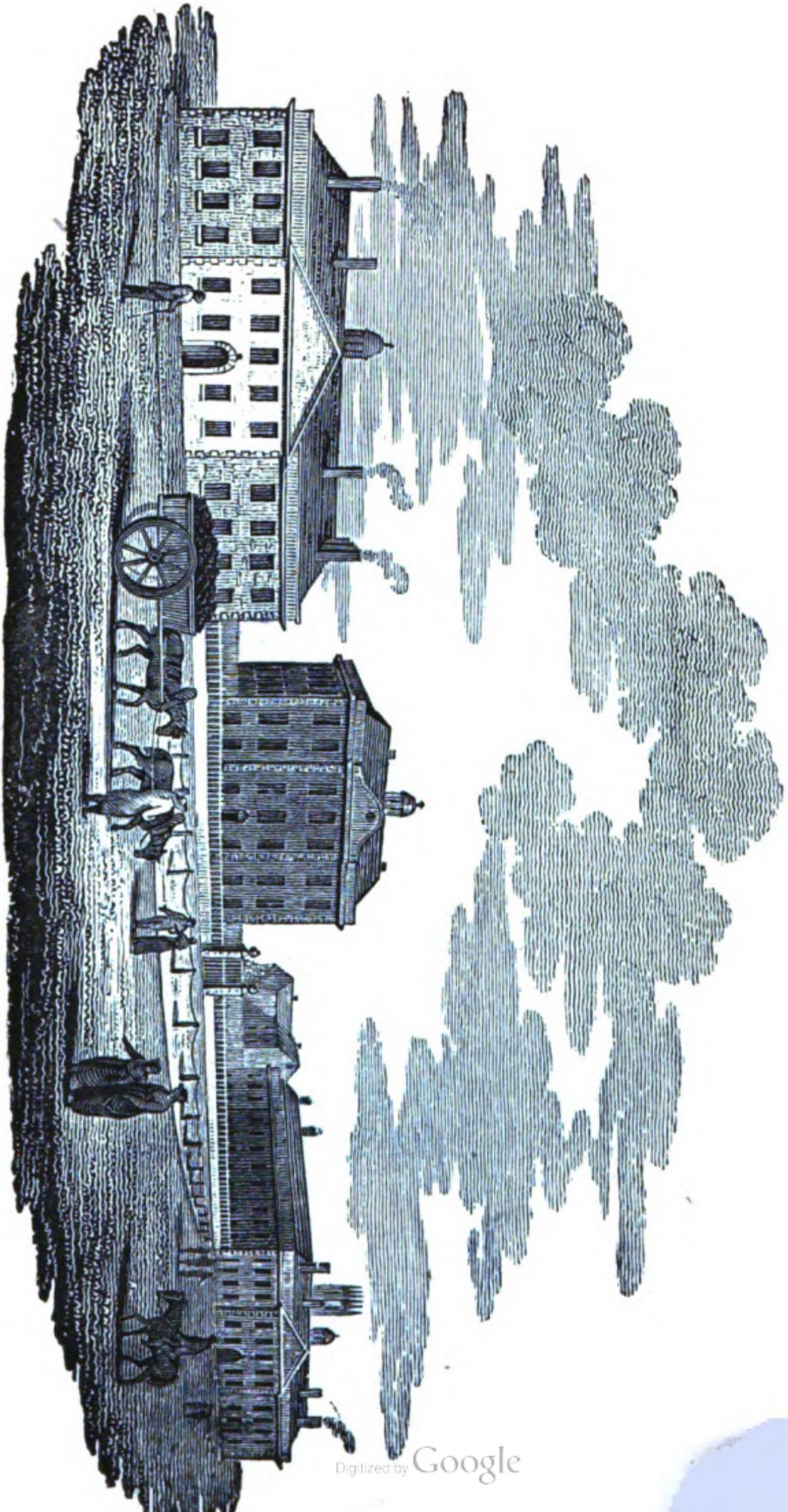


SEEL-STREET CHAPEL.



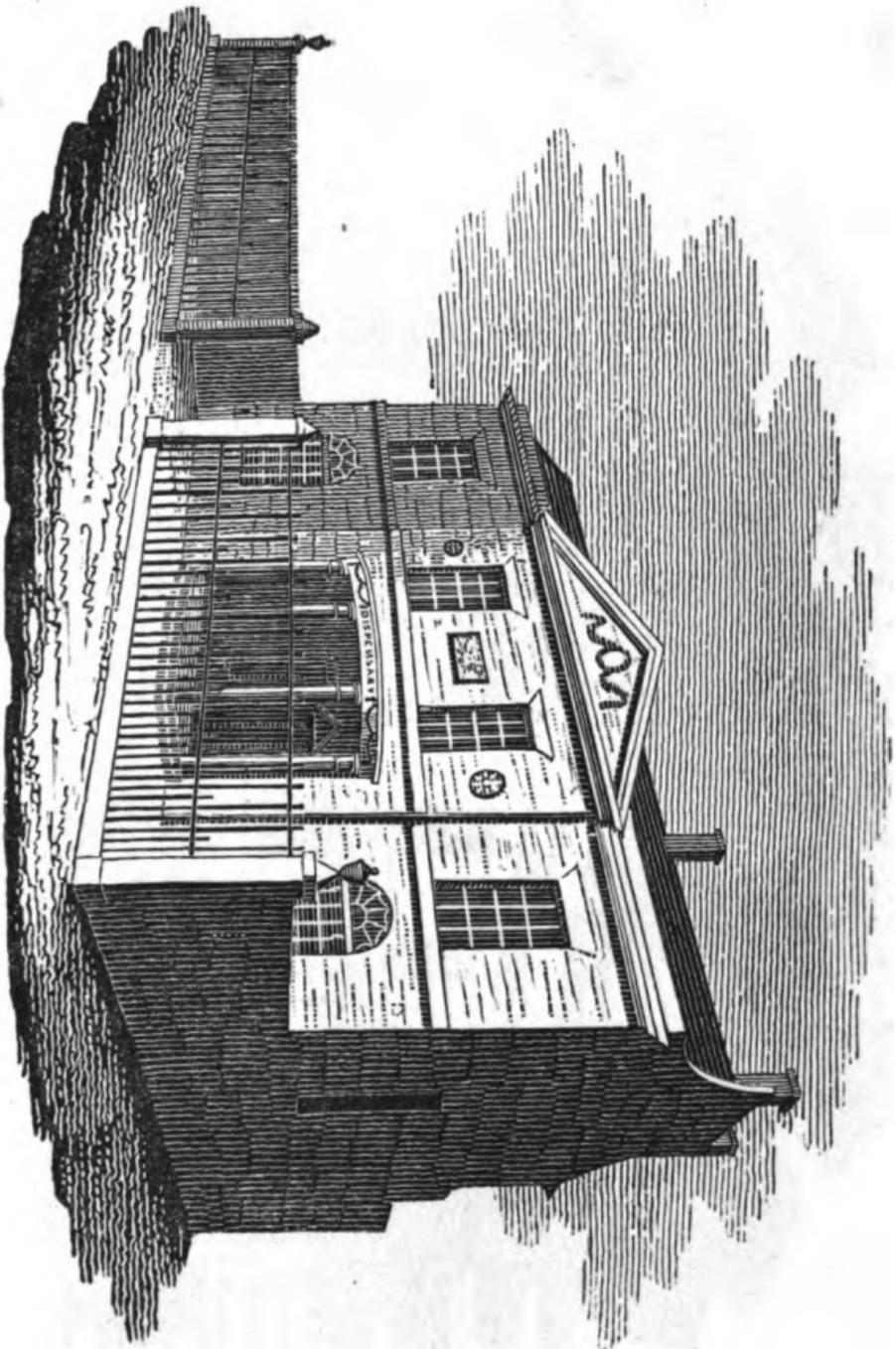


OLD INFIRMARY.



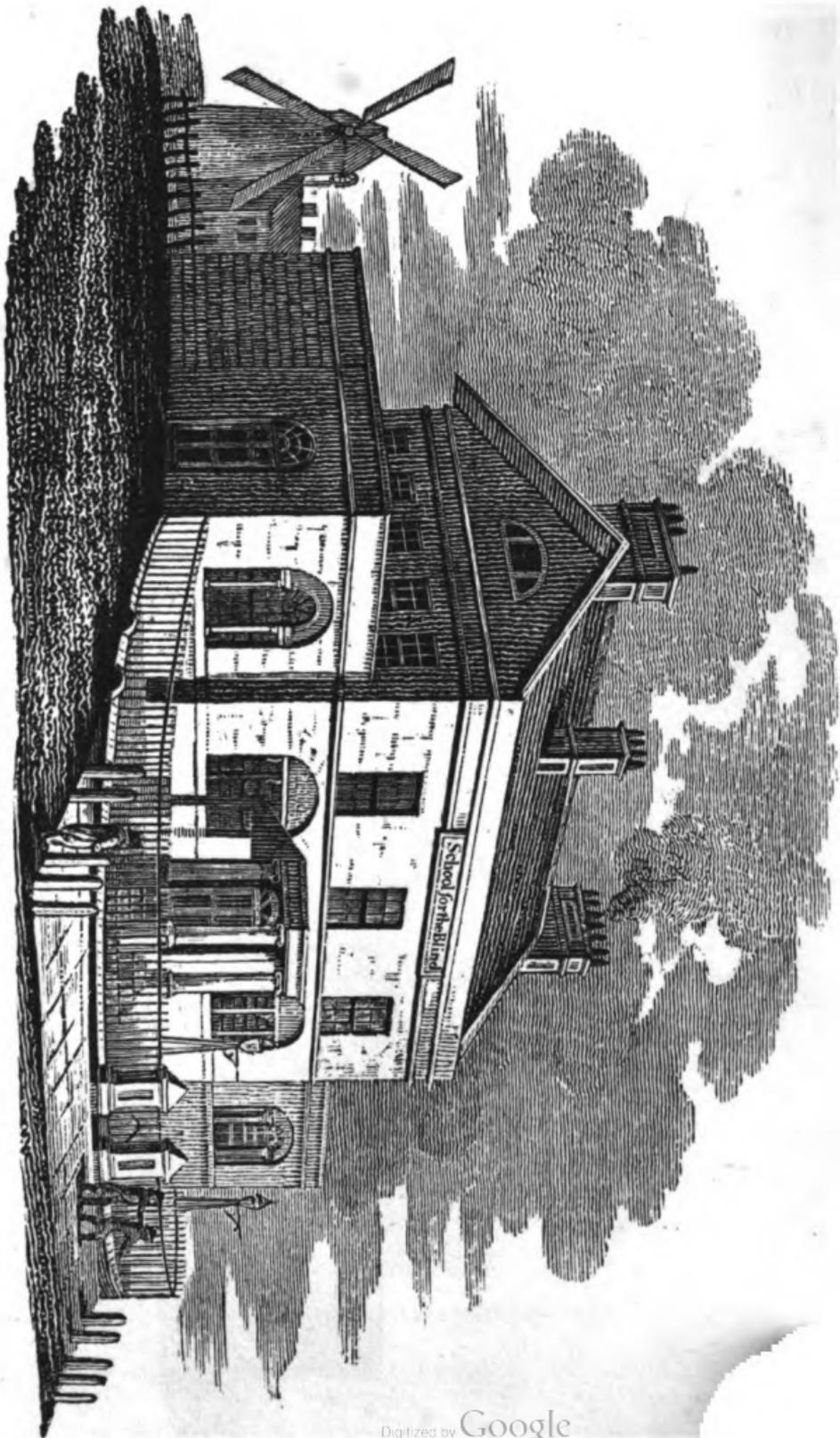


DISPENSARY.



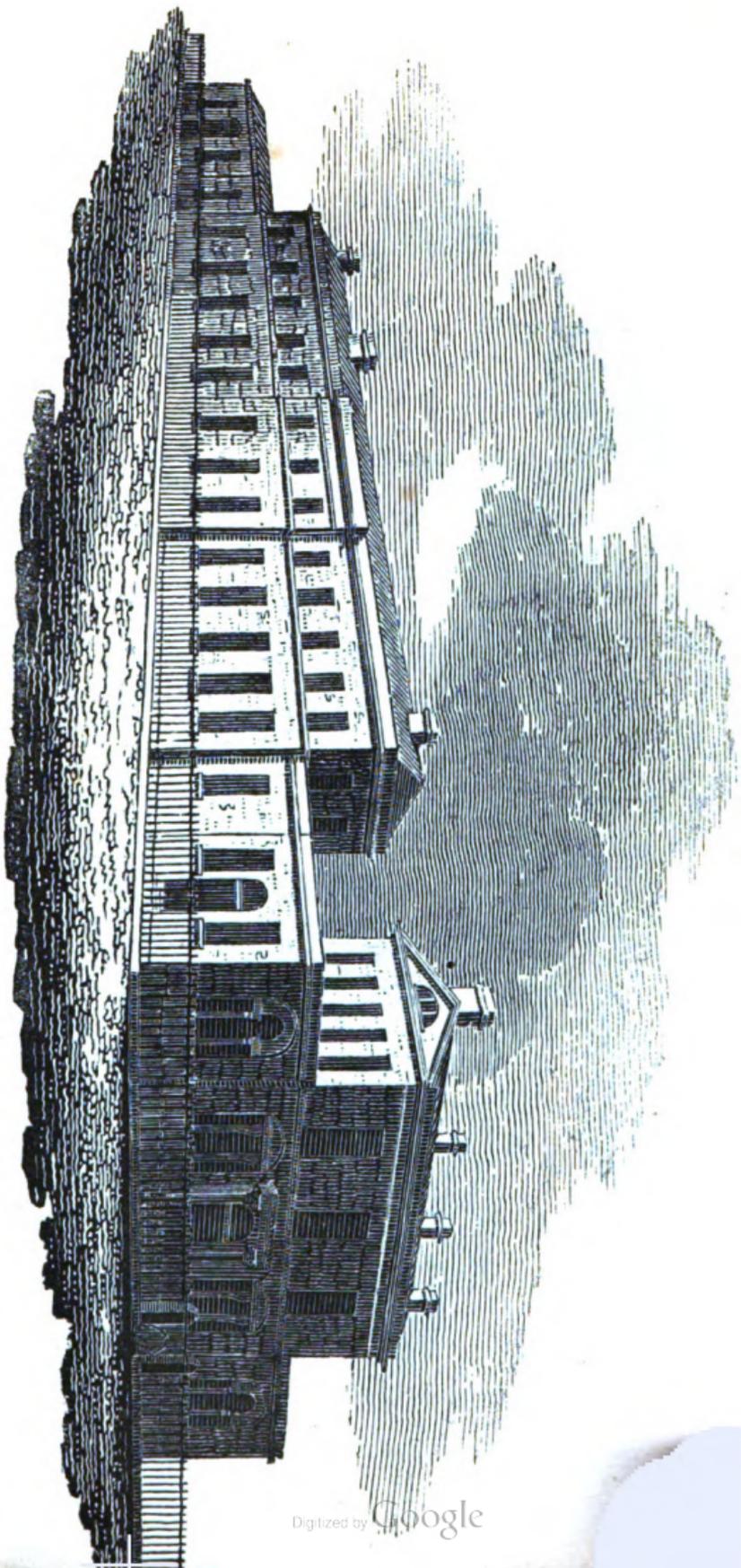


SCHOOL FOR THE BLIND.



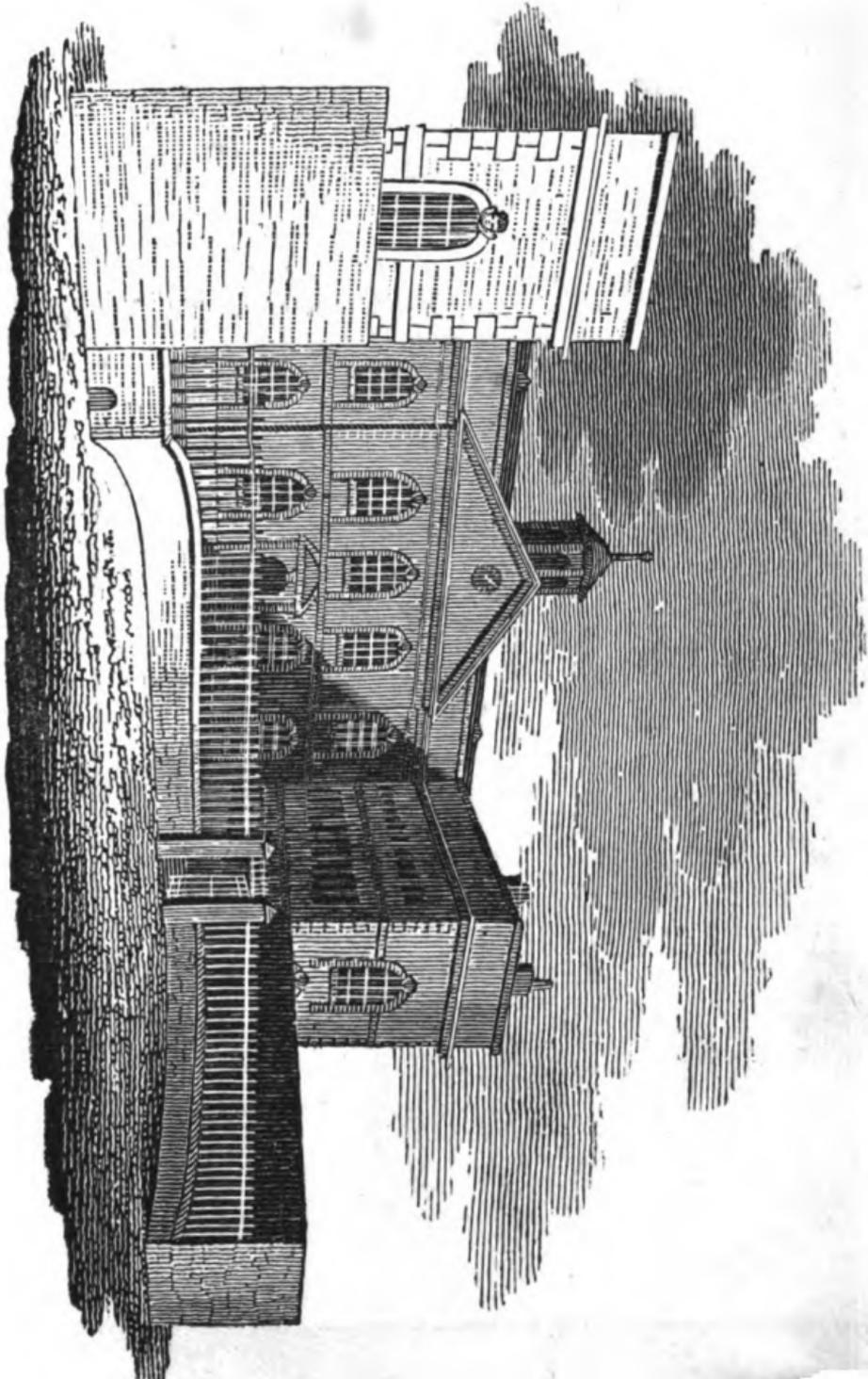


SOUTHEAST VIEW OF THE SCHOOL FOR THE BLIND.



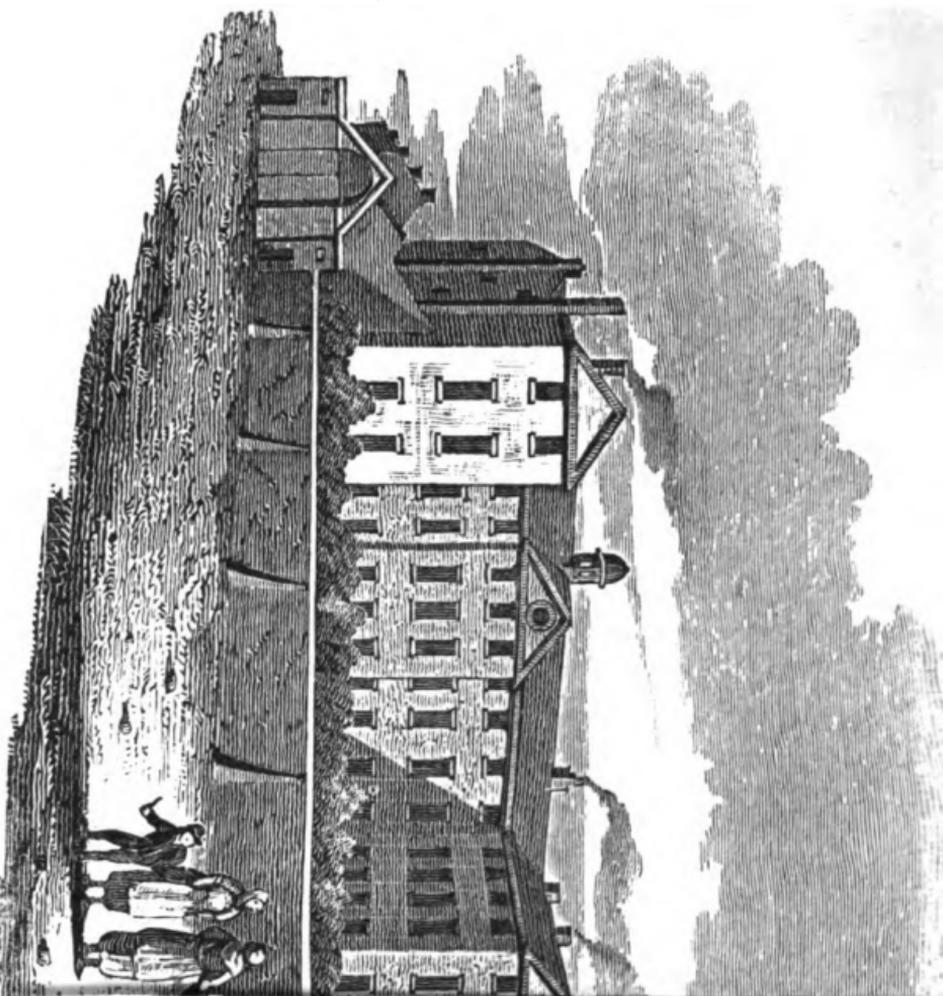


BLUE COAT HOSPITAL.



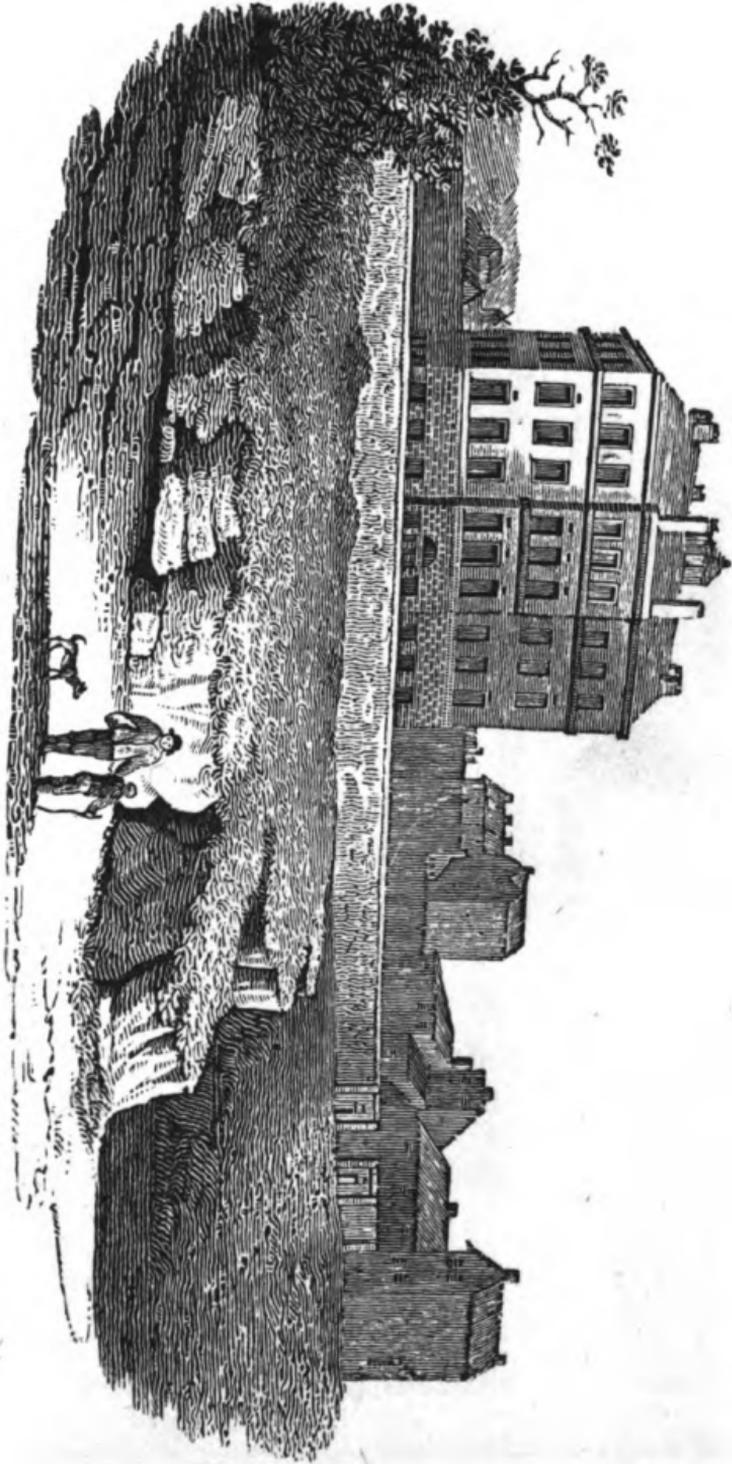


HOUSE OF INDUSTRY.

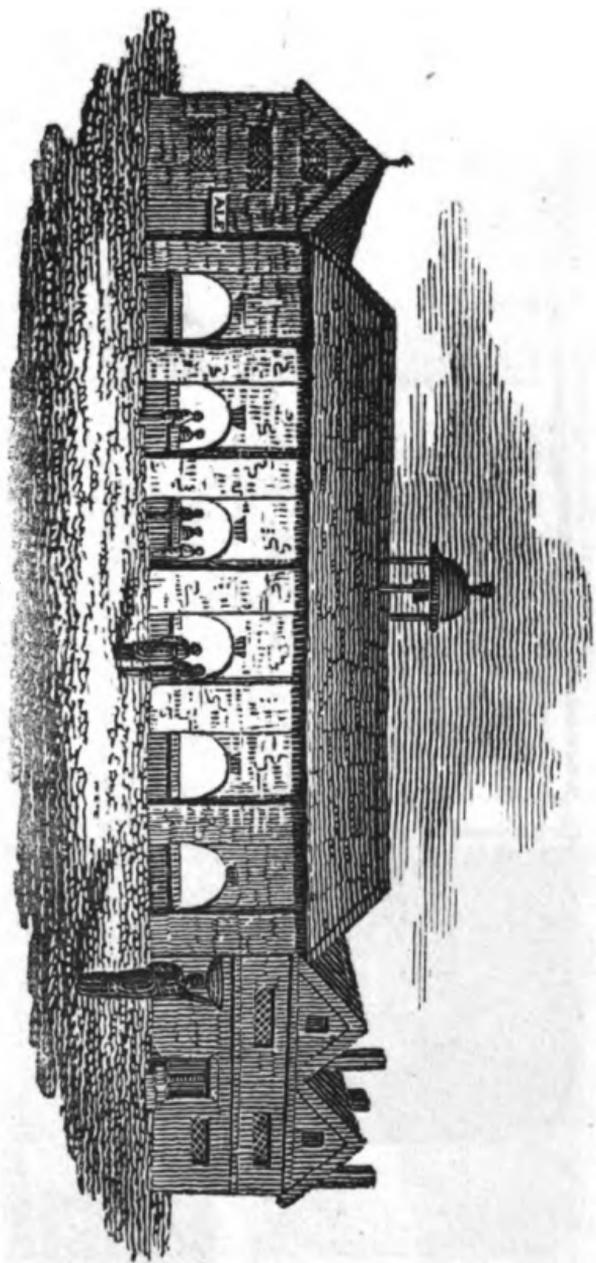




HOUSE OF RECOVERY.

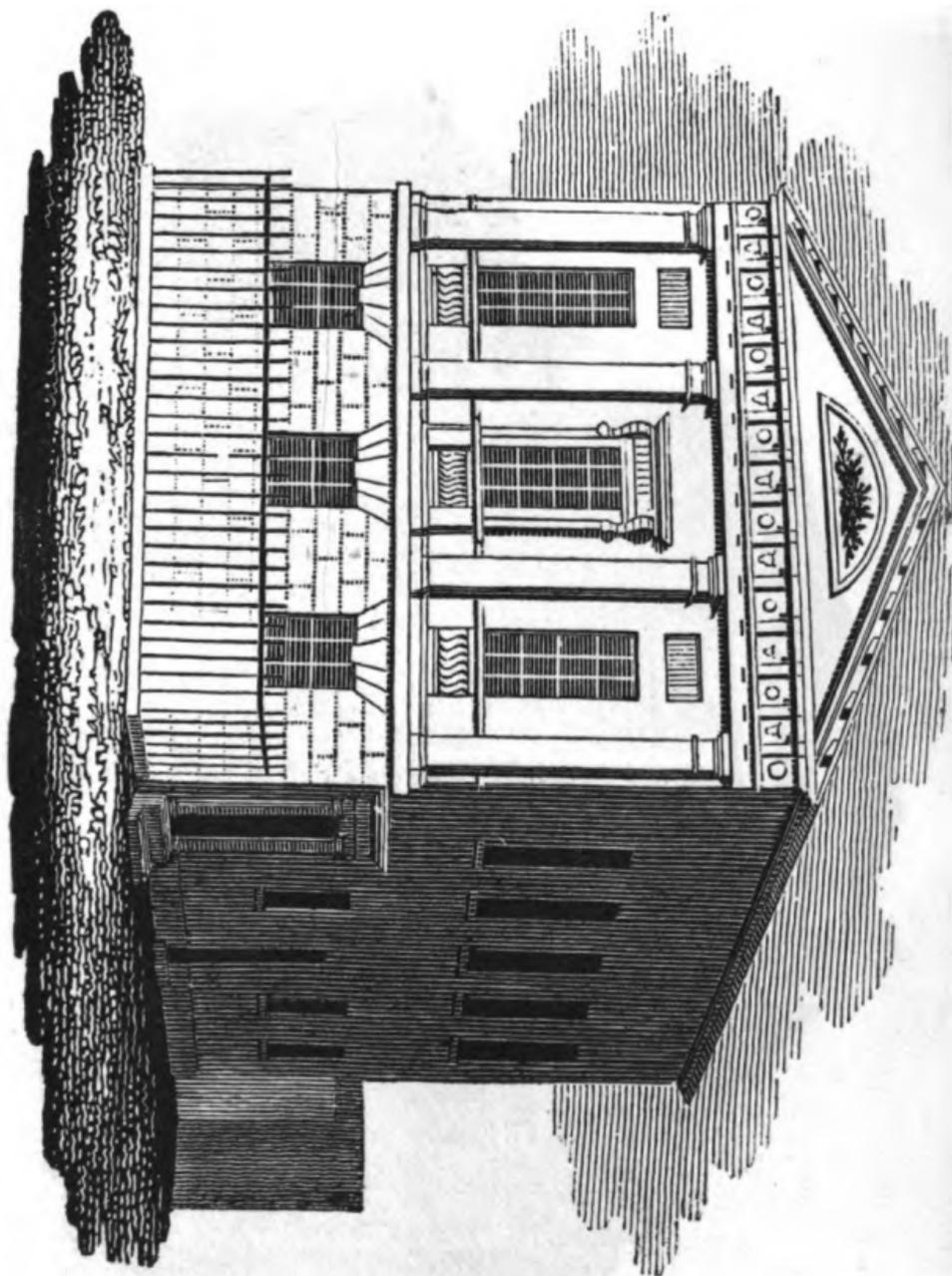


OLD ALMS-HOUSES.



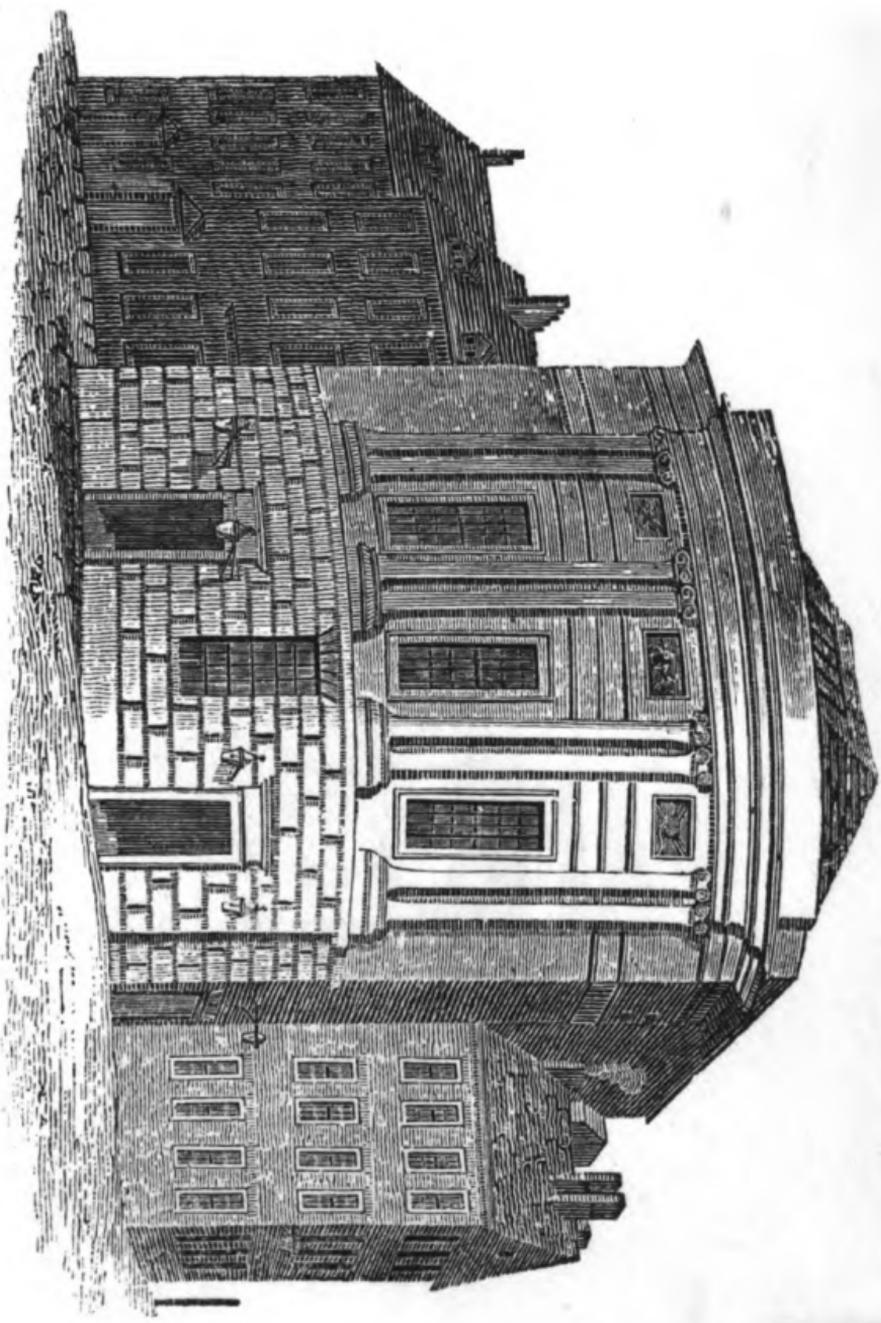


SAVINGS BANK.



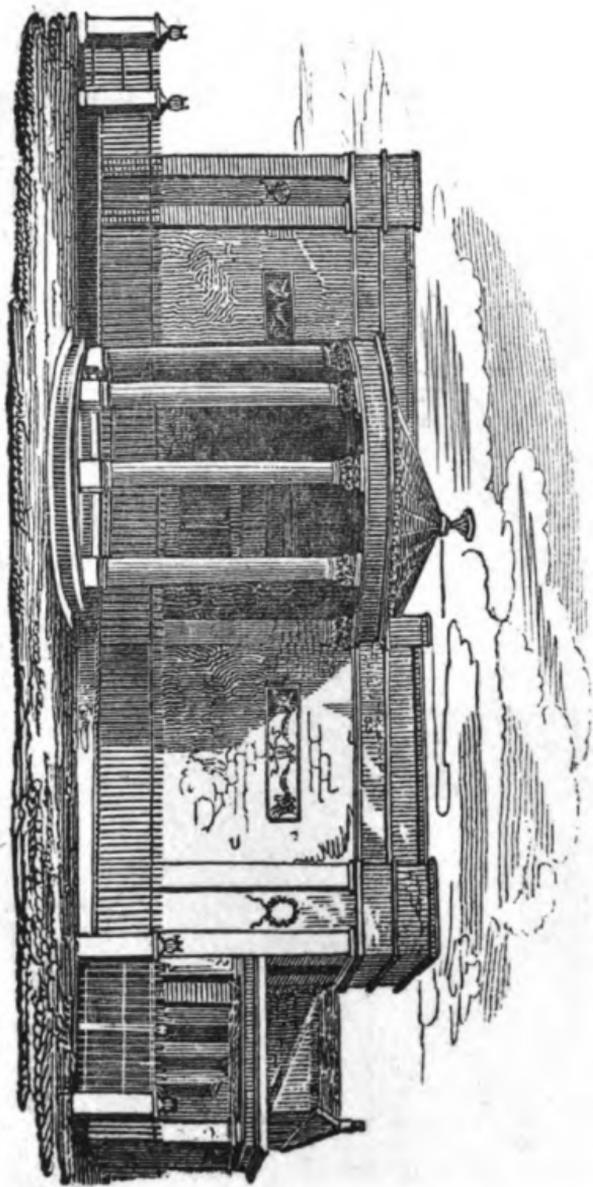


THEATRE.



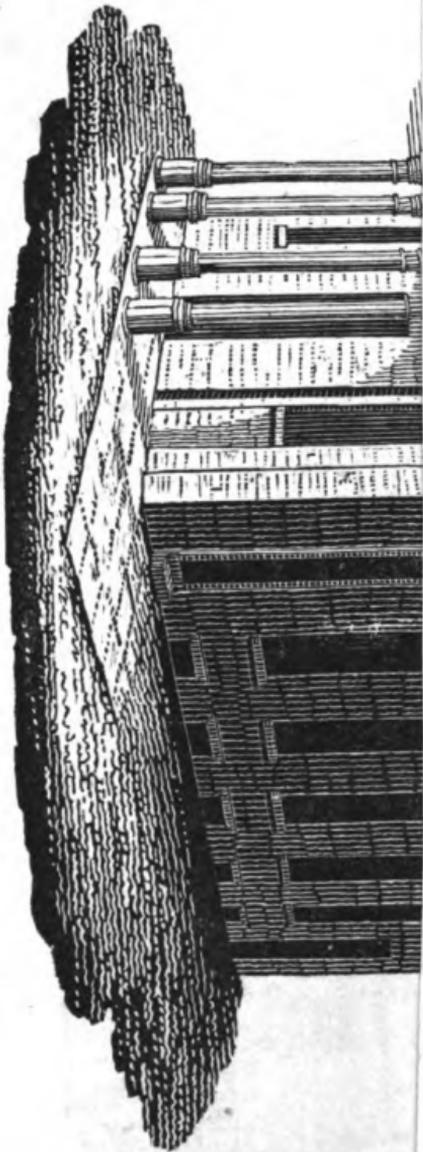


WELLINGTON ROOMS.



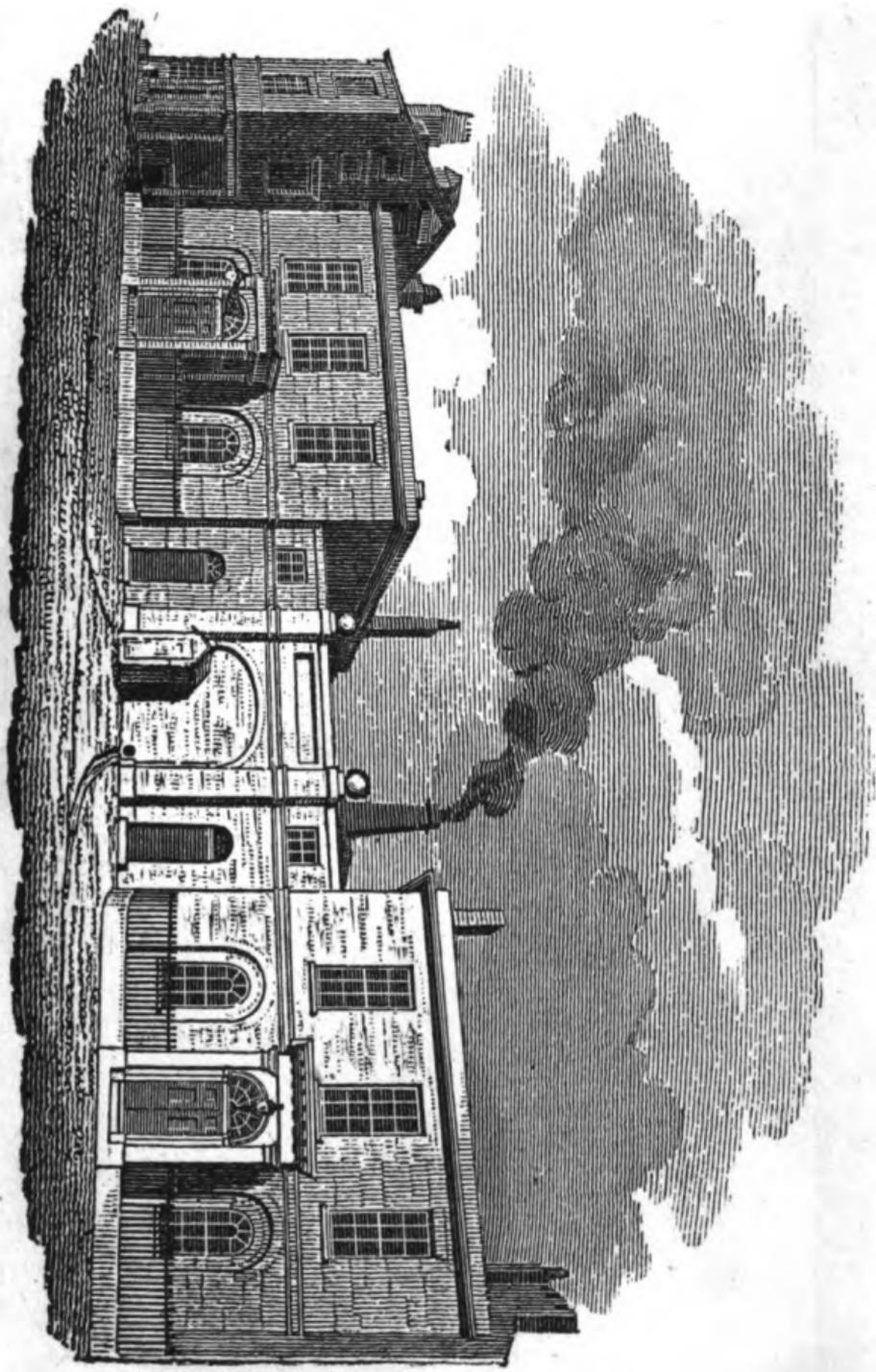


MUSIC HALL.



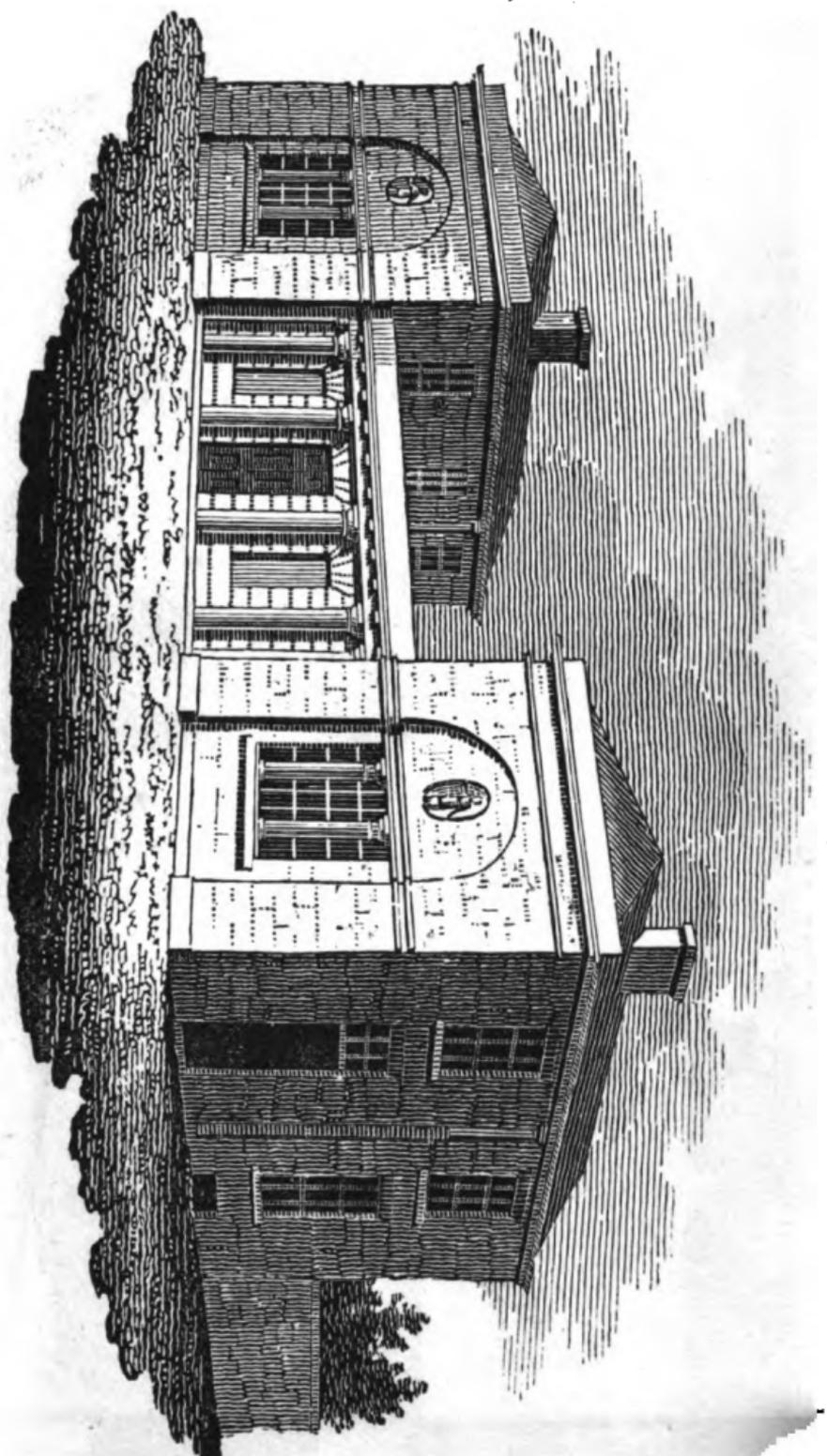


CORPORATION WATERWORKS.



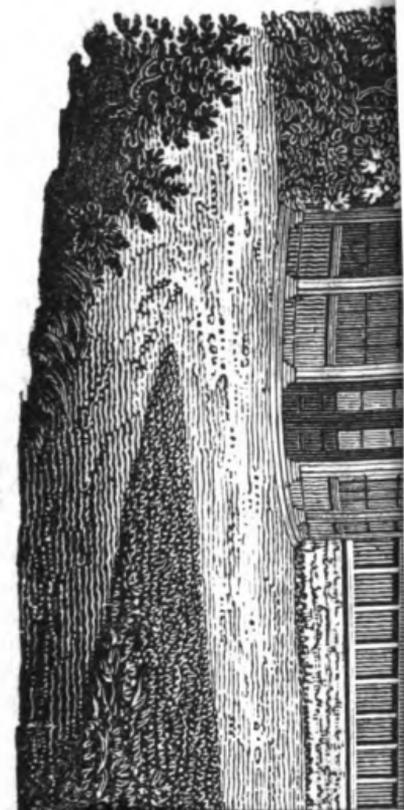


BOTANIC GARDEN LODGE.

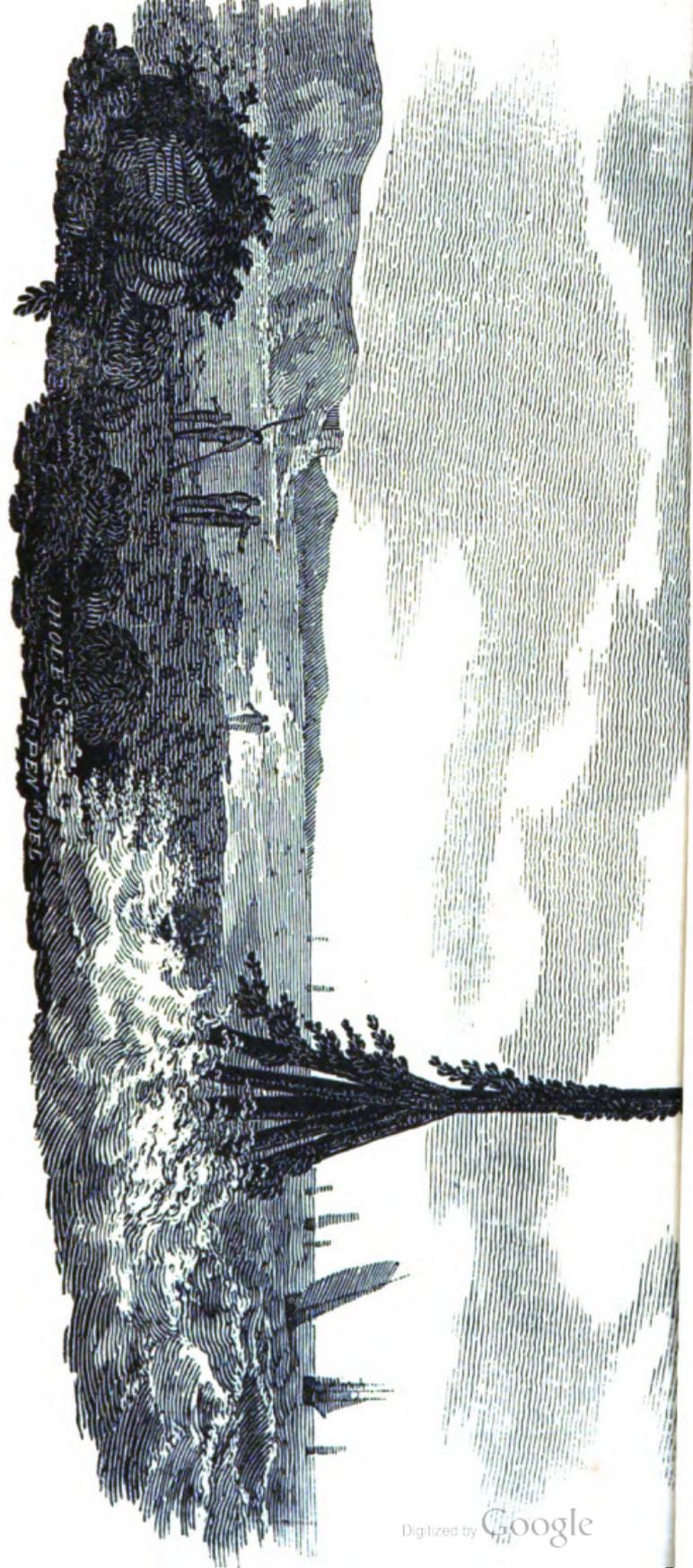




CONSERVATORY AT THE BOTANIC GARDEN.

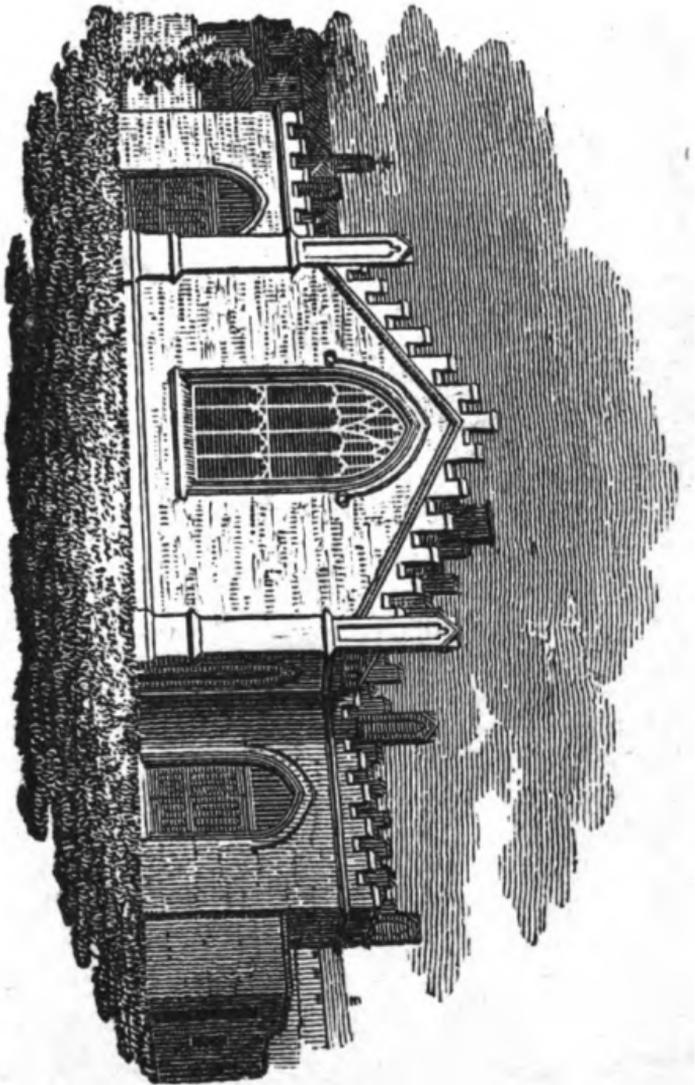






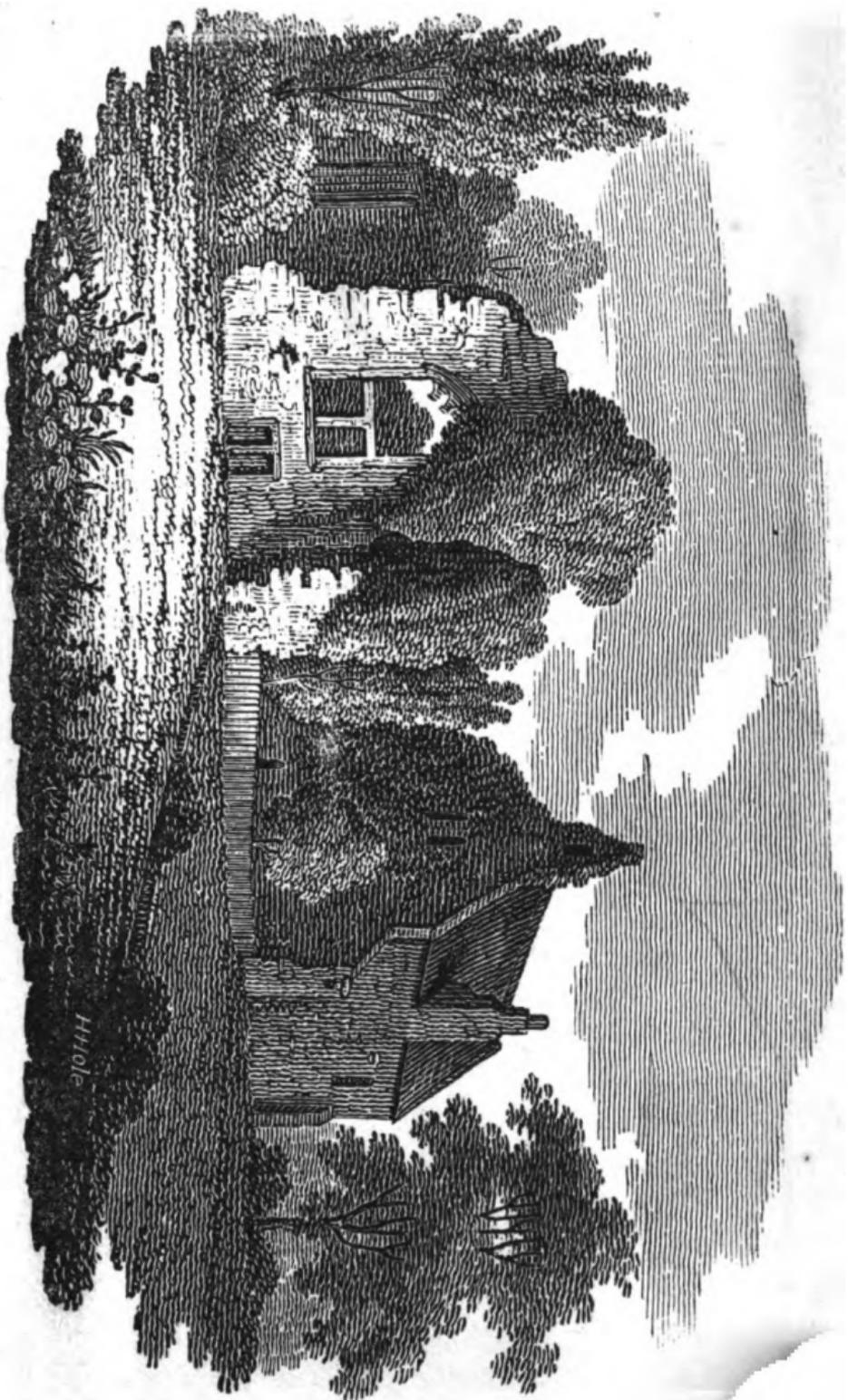


PARISH CEMETERY.

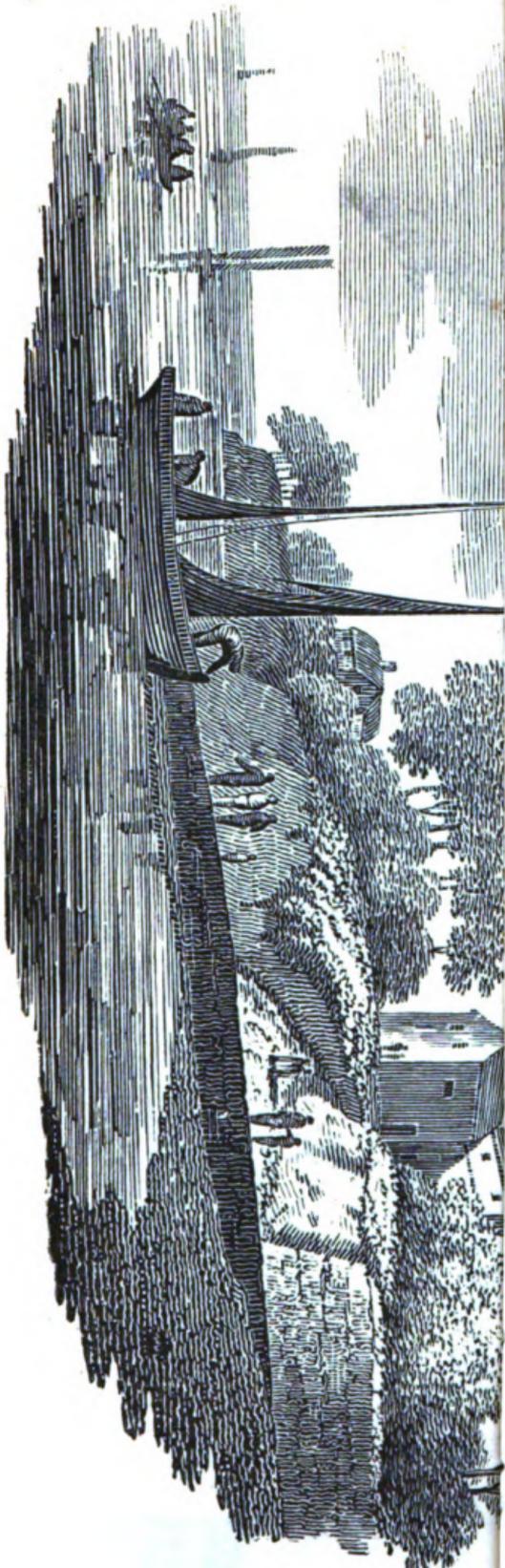




BIRKENHEAD PRIORY.

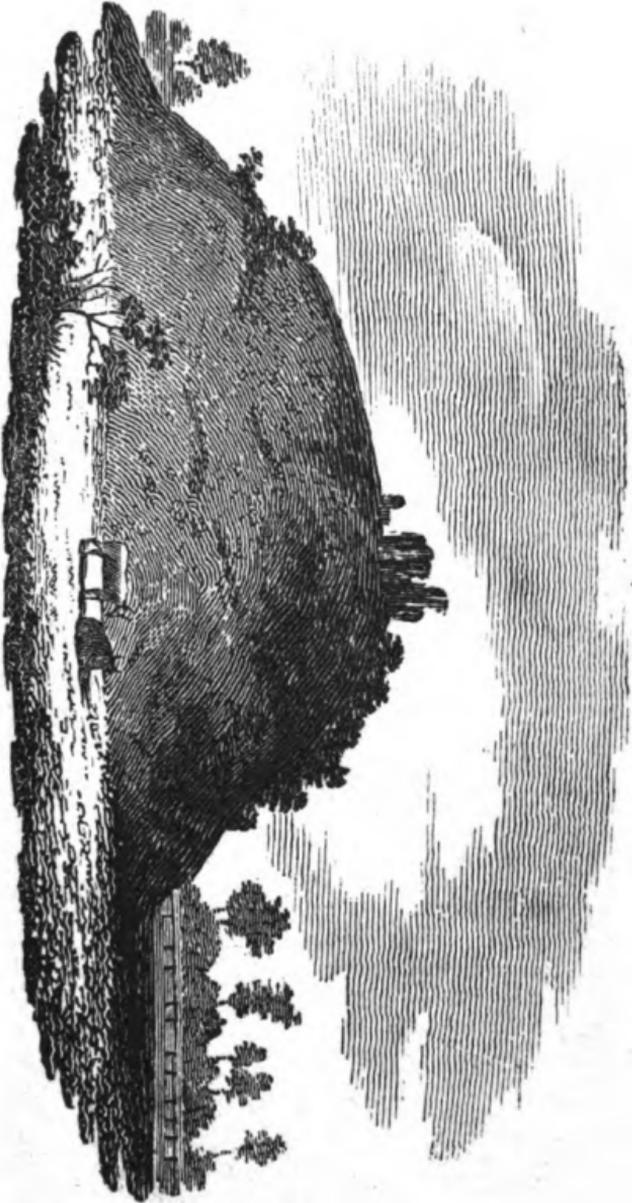






WOODSIDE.

BESTON CASTLE.





HILBREE ISLAND, MOUTH OF THE RIVER DEE.

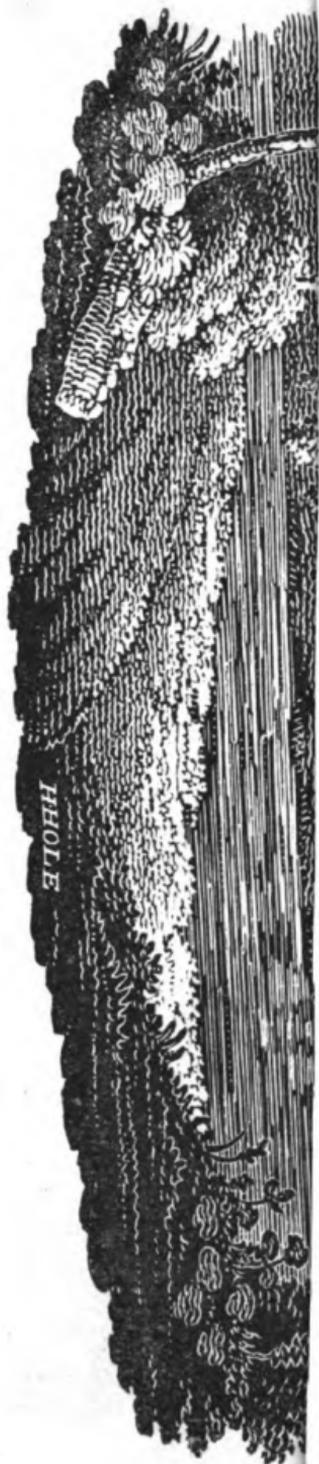
W. J. P. 1841

Holt's S.



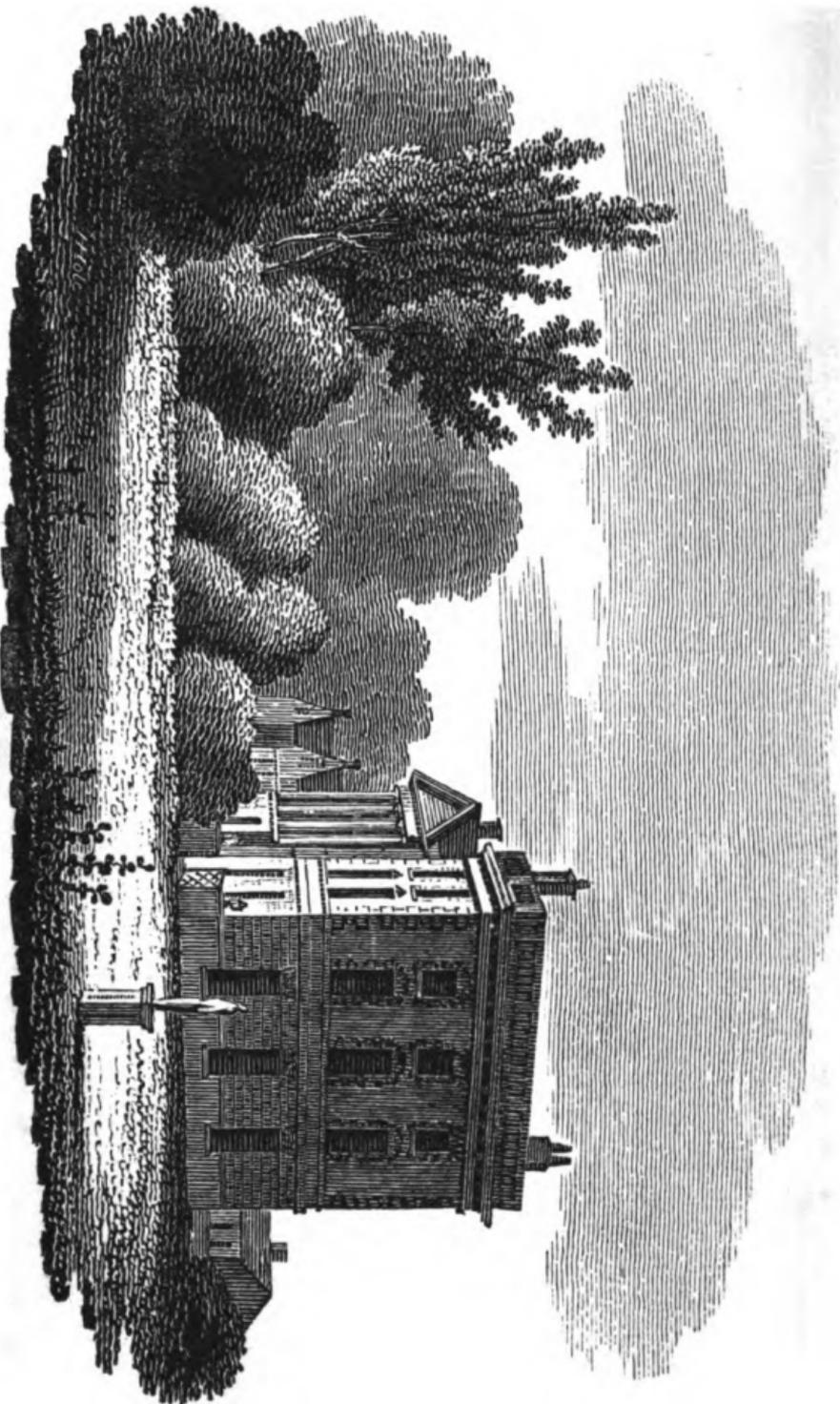


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